

Special Feature This Issue
Simmons Sea Skiff Day



messing about in BOATS

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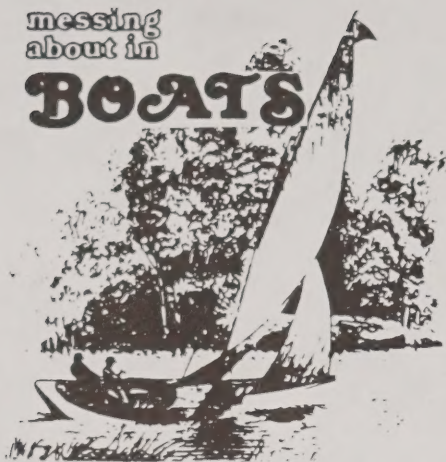
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December 1, 1994



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BOATS



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December 1, 1994

Our Next Issue...

Will include several adventure tales. Anthony Fiore finally gets to tell us about the "Maiden Voyage of *Maramu*", Ray Schaeffer has a wild tale about racing a Bolger schooner in "The Old Girl Can Sail", and Mel Ross take us to Bangkok in his "Cruising up the River".

Working on the boats get some coverage from Andy Follansbee in "Rehabilitating *Rupert*", and with Pete Cartier's "A Month in the Life of *Little Toot*", Mark Beauregard's "Long Term Skiff" and Bill Godden's "Rekindled Interest".

We'll get Dennis Davis' "DD23 Bliss" design into print, along with Jim Betts' "Dream Boat", Jim Michalak's "Four New Boats", and Phil Bolger's "Garvey Daysailer", with a further look at Phil's work from Bernie Wolfard in his "AS-29, Ocean Going Winnebago".

Ray Terwilliger shows us how he did a single-handed boat rollover in his shop, Richard Carsen extolls the "Split Lug Rig", Scott White discusses goop in "Boatwork" and short items on metric alternatives, Bondo, hot glue and a hopeless project round out your ideas and suggestions.

We'll have reviews of "Sailboat Chartering" by Mel Ross and Chris Kulczynski's "The Kayak Shop", two looks at the latter in fact.

On the Cover...

Twelve little Melonseeds all in a row, lined up on the bank of the North River in Marshfield, Massachusetts ready for a boat race Lemans start. More photos from Carolyn Sones in this issue.

Commentary...

In the November 15th issue I discussed why I publish articles about various designs and boats written by their designers and builders, attempting to explain why I felt this somewhat self-serving presentation of news is okay. Since I cannot ever get around to doing such articles myself in any number, bringing you the views of those behind the boats is certainly informative and I trust that you will be able to take into account the self-interest in them, to whatever degree it may exist.

I concluded by saying that this approach to bringing you news about activities and events could not be handled in this manner and that I'd enlarge on this topic. While those who plan to host events of interest are eager to supply us with all the details so you may learn about them, the sheer number of events and activities and their time sensitive nature just would overwhelm the magazine. While I can fit in the designs and projects as I find space, the activities must necessarily appear in a timely fashion.

I was able to bring you quite a lot of coming event notices in bygone years, particularly when our readership was predominately right here in the northeast. But as circulation grew it expanded out across the nation and now we have readers in every state, and events being planned in most of them. I just cannot continue to list for you our local area events and disregard those announced for further away. I can, and have, limited the listings to events I felt were specifically of interest to you, disregarding such numerous listings as all the weekend sailboat racing that goes on.

With winter at hand, the list dies right off, mostly indoor museum programs, boatbuilding schools, that sort of thing. The winter list was always easy to run, and did give us something to consider taking in during the long winter months. It seems, interestingly enough, that even in the milder parts of the country, activity drops off in winter, even if winter is still 70 degree sunny weather. I don't know why.

So now I have to decide on how to be useful to those of you who do want to know what events are taking place in your areas in your particular enthusiasm. I did adopt during this past summer the concept of listing under appropriate category headings telephone numbers of all the organizers who made themselves known to me.

This left it to you to follow up. Phone calls are so cheap now that this seemed to be the best way to help you find out what was going on.

I have mentioned that I might undertake in the spring, prior to the on-the-water season getting underway, to put together as comprehensive a listing as I can come up with of organizers, their addresses and phone numbers, organized under the categories appropriate to each activity being offered. My thought was that these organizers would be glad to either tell you what they have planned or send you their schedule, publicity, whatever, the stuff they usually send to me hoping for publication.

It's quite understandable that they'd prefer to send me one copy of their publicity and reach 4,000 of you, so little cost, so little effort. Since providing some sort of overview of what's going on is indeed a service this sort of publication should provide, the assumption we'll run it all is not unwarranted. But, I'd guess that any one event might appeal to maybe 5% or less of you, and presenting all the details, even if space permitted, would be useless to the rest of you. Hence, my scheme is to let you do the deciding on what you want to learn about by giving you a long list of activity organizers.

Now, there will remain those planning activities who are really anxious to get more specific information out to you in a timely fashion. The way this is handled is called advertising. Even a low budget event can afford a modest ad with us that would present the desired information if the organizer so wished. So I suggest to all event organizers reading these comments, who wish to take advantage of this way of getting your attention, that they contact me when they have their 1995 events planned to work out what might be an affordable and effective way to promote their events. The financial aspect of this advertising would, if a lot of such ads came in, provide for adding pages to accommodate them.

For starters anyway, I'll be assembling the list of organizers of 1995 events of interest to our sort of messing about in boats as I hear from them, and will plan to publish it in an early spring issue as a centerfold section you can take out and keep for reference throughout the season. Subsequently I would periodically publish addenda as additional events and organizers make themselves known. Maybe this will serve the purpose. We'll give it a try.

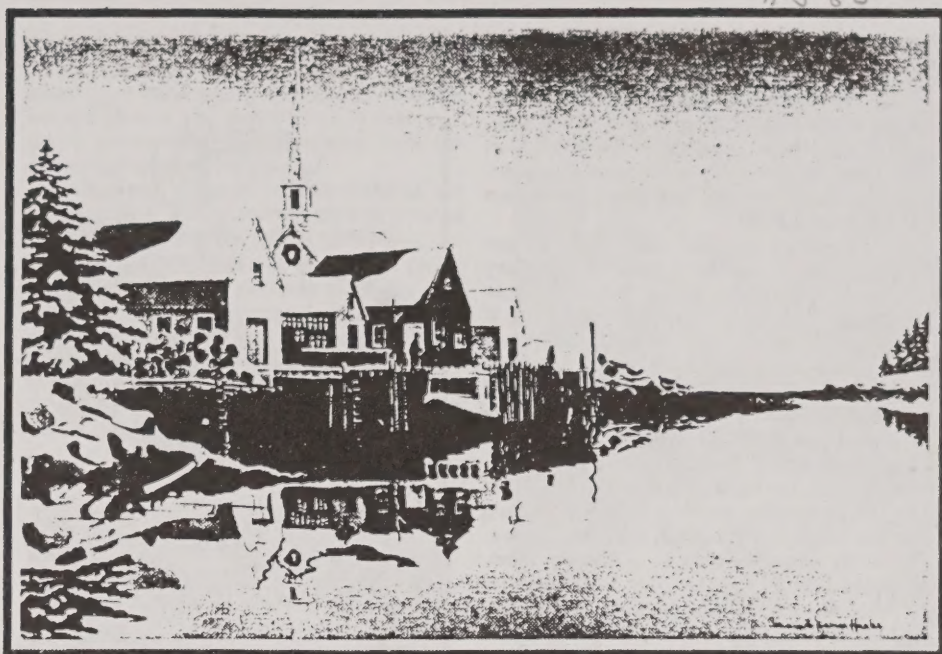
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Cape Dory Owners' Association?

I recently purchased a 20 year old Cape Dory Typhoon, Hull #657. My wife, our 4-1/2 year old son, and I have fallen in love with her. We have enjoyed many delightful hours sailing her around our part of Chesapeake Bay.

An owner's manual came with her and I noticed in it that there was a Cape Dory Owners' Association listed. With much anticipation I wrote a letter to them asking if they had a "branch" in our area. About two weeks later the post office returned the letter marked, "Forwarding Time Expired". I was disappointed as I had been looking forward to getting together with others who share a love for this gem.

I live on Mill Creek off Whitehall Bay. I have seen another Typhoon sailing up the Creek but have not been on the water at the same time so as to contact them. I would like to hear from any other owner of this wonderful boat to possibly get acquainted and compare notes.

John Menocal, 272 Providence Rd., Annapolis, MD 21401, (410) 757-1987.

No Real Complaint

As usual, I am getting more "bang for my bucks" out of *Messing About in Boats* than I do from any other publication that I read. It's just a joy to find it in my mailbox.

I seem to be in the majority however, in that I don't have any real complaint with the postal service. Two or three times a year I'll get an issue grossly late but most of the time it comes pretty close to on schedule.

To help you out in dealing with the problems that some subscribers are having, I am enclosing a notice that comes from another publication I get that is sent bulk mail. Maybe this will do the trick for them.

"Notice: Even though the U.S. Postal Service says they deliver bulk mail on a timely basis, we find there are delays. One avenue that seems to provide results is the use of the U.S. Postal Service Form PS 4314 Consumer Service Card. If your copy of *Shotgun News* is arriving late, go into your local post office & fill out the Consumer Service Card. Earlier cases have had positive results."

Ken Roberts, Branchville, NJ.

New Launching

Here's the scoop: On June 25 my wife Tina and I had our first baby. Timothy was launched at 7pm on the 25th (tonnage: 8lbs, 14oz; LOA: 22") and the rest has been a blur. Needless to say if anything was going to fall through the cracks, this was the summer for it! We did get out on the water quite often with Timothy in *Chaser*, our 18' Harbor Pilot Launch (I purchased this boat last fall thinking it would be a good boat for a newborn, it worked out great) and unfortunately not so often in *Duckling*, our Beetle Cat, the real boat. I've been racing *Duckling* at the Mystic Seaport Tuesday night series for four years missing only one or two nights but this year I only made one race all season!

Mark Entwistle, Mystic, CT.



Your Commentary

Pity the Poor Postman

As a postal employee, I'm a little disturbed by your recent editorial discussions about mail delivery. While I'm forced to admit that service is probably worse than it has ever been, and likely to get still worse before improving, it is still the cheapest, fastest mail delivery service in the world. Volume last year was 176 billion pieces, up from 130 billion the year before. It would take over 5000 years for 176 billion seconds to tick off the clock.

The average letter carrier delivers over 130 tons of mail a year. Yes, everything flies. Direct flights, however, are becoming increasingly difficult to find. Mail must change planes and, like luggage, is at the mercy of airport personnel to make sure it gets off and onto proper plane. Each piece of mail actually gets handled by itself or in a container over 30 separate times, with each time being an opportunity for a possible mistake.

Automation, which is slowly but steadily coming on line, will create a condition of too many employees. In the meantime, rather than hire career people the Postal Service uses several types of part time workers and overtime, lots and lots of overtime. In an extreme recent situation carriers in Montclair, N.J. were still delivering mail at 8:30 PM. It is not a pleasant place to work at the moment.

As for turning it over to private companies, those companies are only interested in populous areas wherein they can make money. They'll not go everywhere. They will also be subject to strikes. Some will go out of business (what happens to the mail in their hands; is it given to the Postal Service?). Where would one file a change of address? Would all these companies be bound by the same regulations that the Postal Service is bound by?

For the moment, we do have too much to do. I sincerely hope things will improve by this time next year.

John Smith, Belleville, NJ.

Editor Comments: My discussion of this topic has not been aimed at faulting the Postal Service so much as clarifying to readers wondering why they get their issues so late and often erratically that this is not something I am doing to them.

The Idea is Nonsense

From time to time we are treated to arguments in the Your Commentary column about the propriety of selling plans or magazines or books with plans in them. Many of the commentators seem to be trying to promote the idea that a set of plans carries with it an implied license to build one and only one boat from the plans and that plans published in books and magazines are study plans only and that nothing should be built from them.

This idea is really nonsense, at least as it applies to magazines and books, but I suppose it seems natural in an era when computer software comes with a shrink-wrap license that says, in effect, by opening the package you have agreed to the terms of a license which cannot be read until the package is opened.

I have in my collection a little volume published by *MoToR BoatinG* consisting of articles originally published in that magazine. The title is *Sailboats and Auxiliaries You Can Build* and on the title page the subtitle reads, "A collection of designs with plans, blueprints and building instructions. All designs are entirely complete with all necessary drawings, written instructions, and specifications, with many useful hints on small boat building."

There is no indication that the designers who contributed to this collection; William and John Atkin, C.A. Nedwitek and C.D. Mower ever expected any fees beyond the sums they were paid for the original articles.

The articles themselves usually had a statement about plans. I'll quote a typical one: "Building will be easier if blue prints are obtained; these are drawn to the scale of 1" to 1' and can be had at moderate cost by writing the Editor, *MoToR BoatinG*..." Nothing about licenses expressed or implied. Quite the contrary, if you want plans we'll sell them to you, otherwise, build from the article.

I have quoted from this one book but it is typical of the way designs and plans were published and to some extent still are. If you deal directly with a designer, you may have to agree to whatever terms he imposes for use of the design. If you can find something you can use in a book or magazine or in a set of plans published without restrictions, the designer has already gotten his fee from the publisher and you can build one or a hundred if you choose, and pass on the plans when you're finished.

Edmond Carley, Copiague, NY.

Educated About Designers & Plans

This year *Messing About in Boats* educated me about designers and plans. I read letters quoting my own letter pointing out things I didn't know.

A much respected friend and architect told me that designs are done for clients who pay for them whether they use them or not, but they are certainly not for sale. My apologies to all designers for my original opinions on this subject.

Andy Follansbee, Lebanon, NJ.

About Those Cuban rafts

As I have recently handled Cuban rafts, I'll give you a brief description.

I'm a lifeguard halfway up the east coast of Florida and on the 22 miles of beach under our jurisdiction, approximately 60 rafts washed ashore during a three week period. Because of numerous complaints by condominium dwellers, we lifeguards were given the job of removing them. The rafts I've seen fall into four progressive categories.

The first and simplest is made up of one or two loading pallets and a couple of inner tubes lashed together.

The second one is a wooden platform cut to a point with a floor of styrofoam scraps. Some of these have masts of bamboo, sails of mostly burlap and keels of planks bolted on the bottom.

The third is a wooden raft, still with lots of styrofoam, but with welded oarlocks, rudders, life rails and a motorcycle engine driving a homemade prop through chain.

Fourth and final, the superior boats are, yes, catamarans. I've seen several built from styrofoam blocks stuck together with tar, shaped somewhat pointedly, but short, about ten feet. They had crossbeams and old awnings or burlap trampolines and double rudder arrangements.

Some observations I've made are that there is no shortage of bolts or burlap in Cuba. Lifejackets seem to be a bag of styrofoam. There are no commercially made

fittings, just homemade welded oarlocks, rudder bearings, etc. Many of the skippers must have been pretty optimistic, with six oarlocks on a ten foot raft or a one-man pedal power unit on something with the streamlining of a dumpster.

Anyway, most fit into the back of our pickup truck. Since everything was welded or bolted, I hardly got a souvenir, no names either, but lots of styrofoam floating and blowing all over our beaches.

I'm glad to become a part of the magazine I enjoy so much. Like most readers, I have a backyard full of boats and have built three "Bolgers": "Centennial," "Cartopper," and "Martha Jane" and can't praise him enough.

John Bartlett, Fort Pierce, FL.



Nice Older Bass Boats

This is my 1959 Crosby Striper in Hamburg Cove on the Connecticut River. There are quite a few nice older bass boats around here; MacKenzies, Finkledays, Crosbys, etc.

Peter Weigle, E. Haddam, CT.



An Edward Hopper Catboat

I would like to enlist you and your readers in a bit of sleuth work.

I have an artist friend who has a place in East Orleans on the Cape. He has just retired from the university where we both once labored and he told me last summer that he would like to buy a small catboat. He was not too clear about just what size boat he wanted. Indeed, he seemed vaguely unaware that there were many different sizes of catboats. In any case, I told him I knew just the place he might find what he was looking for, the classified ads in *Messing About in Boats*.

A few days later, I sent him a heavily annotated photocopy of the ads in an issue of *Messing About in Boats*. A Beetle Cat, a 19' Marshall owned by a person in Orleans (whose name I recognized as being that of a former President of Bowdoin who is in fact a neighbor of ours in Providence), a Cape Dory 10 for sale in North Carolina, and a couple of other boats as well. All were circled and commented upon. No response. I sent him a subscription to *Messing About in Boats*.

Sometime later I came across an ad in the local paper for a Cape Dory 10. Not exactly a catboat but close enough, I thought, and the price was right. I called my friend. Well, no, that wasn't quite it. I reiterated that I thought what he wanted was really a Beetle Cat. No, he wanted something smaller. But there hardly is anything smaller, I protested. Finally, the truth came out.

What this artist really wanted, he told me, was a catboat like the one pictured in an Edward Hopper etching he has often admired. That is what he wanted.

It did not take me long to locate, with

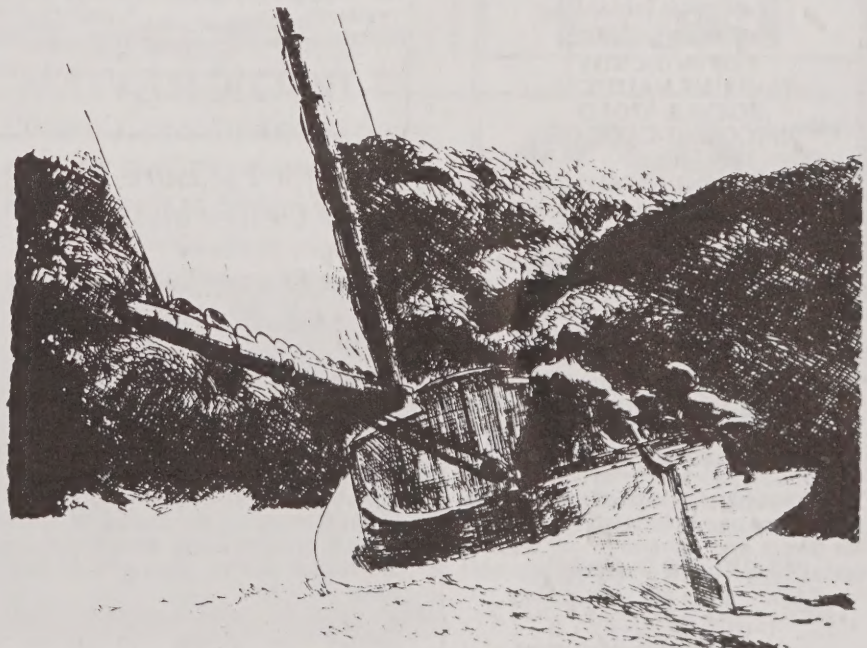
the help of an art historian colleague, a picture of this Hopper etching, and of the preparatory drawing Hopper made for it as well. Both were done in 1922. I also came across another picture of what appears to be the same, or a very similar, boat in a painting entitled "Ground Swell" from 1939. Finally, my colleague informed me that Hopper had spent a good deal of time in Truro on the Cape. My inquiries have gone no further.

Clearly, Hopper's catboat is bigger than my friend remembers it, certainly bigger than a Beetle Cat! But what else can

one say about it? Is it a recognizable style of catboat? Can the boat itself be identified? Is it only a painterly boat, evocative of a thousand catboats? Did Hopper himself own and/or sail a catboat in his time on the Cape? Does it make any sense to search for a catboat like the one pictured in the Hopper etching?

Is it possible that you, or one or other of your readers, might help me find answers to some or all of these questions? I would be very grateful for any responses.

Thomas Ewens, 686 Angell St., Providence, RI 02906.



BOOK REVIEW

A Skiff for All Seasons

By Renn Tolman

International Marine Publishing

Reviewed by Jim Michalak

Builders of epoxy saturated taped seam plywood boats should consider this book to be very worthwhile reading.

The Alaskan Skiff described in detail in the book is a big 20'x 7' V-bottom planing power boat capable of rough going and heavy loads. It was developed over many years of first hand use and building by Tolman. He doesn't say how many of them he's built but I take it to be quite a few, maybe no two were alike, each one a thoughtful improvement on the previous one.

I found the chapter on the evolution of the design to be an education and consider it to be the most informative writing I've seen on the design of outboard installations for solid day to day use. It details horse power requirements and advantages and disadvantages of different mountings. It's all there so you can decide how to customize the design for your own use.

There are no "blueprints" or plans of the boat. Rather it is described piece by piece in complete detail sketches. But it's not a true "instant boat" and many major components are made to fit on installation rather than prefabricated. The construction and installation of each piece are covered completely in the text.

Tolman is consistent in using quality materials but he is by no means a gold plater. He uses fir marine plywood and fir roof truss lumber. He discusses goos, glues and glops. There are a few surprises here including the use of plastic bars as bottom skids.

Tolman suggests that "epoxy con-

quers all". He uses epoxy everywhere and in every way. He covers in great detail, in the best manner I've ever seen for epoxy, the tools needed. There are photos of properly thickened epoxy oozing off his putty knife. I found a few surprises here too. Tolman is very much against working with epoxy below 60 degrees. He says it will harden but with reduced strength and penetration. Also he uses a low speed car polisher to sand broad areas of coated plywood. It's a lot faster than a palm sander and doesn't burn the surface like a belt sander.

I question Tolman's complete faith in epoxy for making wood waterproof and rot proof. It's not that I don't have some faith in epoxy, it's just that I don't have complete faith. Tests have shown that an epoxy saturated boat kept in the water over a season can take up a lot of weight which disappears in subsequent dry storage. As for rot, I've read where 100 year old campsites in Alaska look very fresh. Tolman's faith is based on experience but so was Thomas Firth Jones lack of faith when he wrote in his book that epoxy saturation was an invitation to disaster. You'd think this argument would be settled by now.

After the chapters on design and materials comes the inch-by-inch description of building the skiff. There was new stuff here too, for me. For example, the half inch plywood used on the bottom won't bend to the bow curve so Tolman scarfs a sheet of 1/4" ply to the 1/2" ply used for the aft bottom, and hangs it as one piece. After it is all stuck in place he laminates another piece of 1/4" over the first thin sheet. The second layer also has a scarf that mates the scarf on the 1/2" sheet which is already in place. The result is a continuous 1/2" bottom with a sharp bow bend and no butt joints.

And so it goes on for the last two-thirds of the book. Every detail of the skiff is described, built, installed and finished with nothing left out. I doubt if anyone building any boat in epoxy saturated plywood need buy any other information source. Everything is in there. *A Skiff For All Seasons* will prove a very good investment.

tary introduction. Mystic Seaport Museum has published it in a manuscript form, 8-1/2"x 11", as though they expected it to appeal only to a limited number of readers. Perhaps that is so. In our marine library, it is rarely out on loan. Perhaps this is because of the format or because of the obvious technical aspect, with a large section of the book devoted to charts and tables of data as back-up for his opinions.

This is unfortunate because Steever, who is obviously competent technically, has put together a book which should have a wide appeal to those of us who subscribe to this magazine. His book is not easy at all. It requires study if one is to apply what he teaches because neither the text nor the subject are simple. As he explains it, oars are not simple if we want them to make our boat fly. He tells of the need for balance in our oars and how to achieve it. He has formulas for oar length and stiffness, for overlap, angle, stroke length and rate, blade area and shape. Every detail is covered.

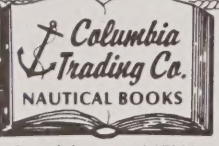
Perhaps the most puzzling part of his book is his treatment of what he refers to as "the doryman's stroke" where the oar is dug deeply into the water acting as a wing rather than something to push water out of the way. Here he is in full agreement with Douglas Martin of Martin Marine whose new oars are based on the "wing" concept. Steever is obviously a lover of tradition, both in oars and in boats and a man who thoroughly enjoys rowing. That comes through strongly in his book and it is infectious.

Brown's treatment of the subject of rowing is aimed at high tech racing type shells. For those of us interested in something beyond rowing for exercise or in competition his book is lacking and for the fixed seat rower, his book is almost a total loss. The big redeeming factor comes in one of his final chapters where he gives an account of a jaunt down a stretch of the coast of Baja California in an Appledore Pod. The pod has a traditional hull configuration which he modified for the trip, changing the outriggers and the mounting of the sliding seat.

He opens his book by describing the various types of boats used for open water rowing, all the way from traditional dories to open water racing shells. To those of us unfamiliar with the high-tech, open water racing shells, it comes as a shock when he describes some of the open water races to discover how capable they are in rough, open water.

Although he is completely sold on sliding seat rowing, he does not scorn traditional boats but makes no mention of fixed-seat rowing. He has chapters that cover the selection, use and maintenance of all the equipment used for sculling and provides what appears to be a fair evaluation of each. He includes detailed directions of rowing technique, with sliding seat, of course. These are complete with drawings, when needed, of rowing strokes and of course covers safety and fitness preparation.

I found the chapter covering his cruise down part of the Sea of Cortez to be far and away the most entertaining perhaps somewhat because several years ago I took a similar cruise down the same area, plus many more miles, in a Bolger light dory.



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BOOK REVIEW

Oars for Pleasure Rowing, Their Design and Use *Open Water Rowing Handbook*

By Andrew B. Steever

Reviews by Greg McMillan

Two fine books about rowing, one from the aspect of fixed seat rowing, the other from that of the sliding seat. That is not the only basic difference: Steever approaches oars and rowing boats with the assumption that the reader is going to make his own whereas Brown assumes that the reader will be buying both boat and oars.

First about Steever's book: I was impressed when opening it to find that John Gardner had written the very complimen-



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Contributed by Tom Shaw

dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT

He had It All, But...

Not long ago I was doing Courtesy Marine Examinations at a ramp and was hailed by a boater. "I just bought it," he said, "and I want to make sure I have everything I need."

The boat was a 21' inboard-outboard about a year old and it was in great shape. Every single piece of required safety equipment was on board and I was glad to place a "Seal of Safety" on his windshield.

And then the questions began.

"I know my radio works," the boater said, because I have listened on it. But how do I know if it transmits?" We talked about radio checks for a moment and then he asked, "Will you do one for me?" Here was a well intentioned person with all the proper gear, but little idea of how to use it. What he needed, beyond doubt, was a boating course from the Coast Guard Auxiliary or The United States Power Squadron. Before we parted I made sure he had dates,

places and telephone numbers for courses in the area.

We then spent some time together, a "mini boating course" if you will. These are some of the things we discussed:

The Radio: How channel 16 should be used and not used; shifting to another channel after contact is established; the three kinds of emergency calls, "May Day", "Pan Pan" and "Security". The use of basic "pro words" to convey information accurately and briefly, with emphasis on the need to use "Over or Out".

Flares: That they MUST be Coast Guard approved; that they have expiration dates; that they need to be checked for moisture under the striker cap; how (and when) to use them.

Bilge Blowers: How to make sure they are really working; why they need to be run for a minimum of 5 minutes before starting the engine.

"Big Ships, Little Boats" Brochure Available

"Big Ships, Little Boats", a brochure giving hints for safe boating in Portland, Maine Harbor is now available. The brochure was developed by an ad hoc committee of interested members of the Portland marine community. It includes hints for small boats operating in the vicinity of big ships and includes a chart showing the routes of large vessels, terminals and anchorages in Portland Harbor.

Printing and production of the brochure was made possible with the financial support of Portland Pipe Line, Prince of Fundy Cruises, Portland Tugboats, Docking Masters and Portland Pilots.

The brochures are available throughout the harbor at marinas and waterfront businesses. For more information or to obtain copies, please contact Erno Bonebakker, 317 Spring St., Portland, ME 04102, (207) 874-6664 fax.



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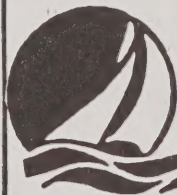
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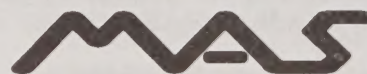
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Simmons Sea-Skiff Day 1994

By Dave Carnell

Cape Fear Museum hosted the 1994 Simmons Sea-Skiff Day on October 1st with the beautiful weather that usually favors Riverfest Weekend in Wilmington, NC. Eleven genuine and reproduction Sea-Skiffs of various models were exhibited.

Models ranged from the Sea-Skiff 18 to the Sea-Skiff 22. Bill Brogdon brought his 1969 low-sided 20 that he called "My Favorite Boat" in *Boating World*. Craig Braak showed a 1960 Sea-Skiff 18 that has never been in the water because it was bought new and stored in a barn at Currituck, NC, until the owner's death. John Stedman's 18 is a juniper boat (not plywood) built in 1957 and restored for use in the movie *Paradise* with Don Johnson and Melanie Griffith. David Sloane showed his 18-footer built of 1/4" plywood rather than the standard 3/8".

Throughout the day several hundred visitors admired the boats and visited the *A Boat For All Seas* exhibit on T. N. Simmons and his boats in the main gallery. This exhibit will continue through Simmons Day 1995, October 5, 1995.

In the afternoon, about 75 enthusiasts attended a program on the Simmons Sea-Skiffs. Mike Alford, curator of maritime history at the North Carolina Maritime Museum, traced the development of indigenous North Carolina small craft from the dugout canoe to the modern craft.

This writer, who is volunteer maritime specialist at Cape Fear Museum, described the origins and development of the Sea-Skiffs.

Capt. Bill Brogdon, USCG (Ret), boating writer and avid Sea-Skiff user for many years described the Simmons Sea-Skiff as the boat that made it safe and feasible to go ocean fishing with outboards. He credited the boat's outstanding performance offshore to: 1) Its ability to perform equally as a planing boat in smooth seas or as a displacement boat when the going gets rough; 2) Its high acceleration that facilitates maintaining position on waves in running inlets; 3) The fact that it is nearly impossible to capsize, though it can be swamped. On the negative side he concluded that it can be a wet boat.



1. 1969 Sea-Skiff 18 renovated by Michael Hubbard, Live Oak Boatworks, Wilmington, NC.



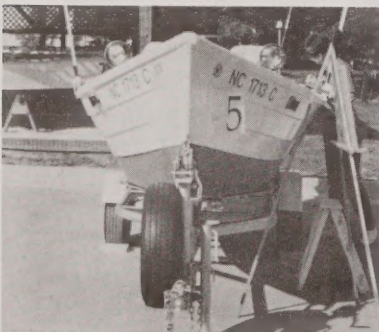
2. Sea-Skiff 22 owned by Alex Slaunwhite, Simpsonville, SC.



3. Sea-Skiff 18 built and owned by Jim Katz, Charlotte, NC. A really beautiful boat that is much used.



4. 1957 Sea-Skiff 18 of juniper boards. Bought new and owned by John Stedman, Murrells Inlet, SC. Restored to star in *Paradise* with Don Johnson and Melanie Griffith.



5. Sea-Skiff 18 restored by Charles Hambright, Fayetteville, NC.



6. Sea-Skiff 18 built of 1/4" plywood by David Sloane, Hendersonville, NC.



7. High-sided Sea-Skiff 20 owned by Edward White, Nashville, NC.



8. "My Favorite Boat", Capt. Bill Brogdon's low-sided 1969 Sea-Skiff 20.



9. 1988 Sea-Skiff 18, all wood, by Nelson Silva, owned by Steve Davis, Wilmington, NC.



10. 1990 Sea-Skiff 18, fiberglass bottom, by Nelson Silva, owned by Kelly Adams, Greenville, NC.



11. 1960 Sea-Skiff 18; never been in the water, owned by Craig Braak, Castle Hayne, NC.

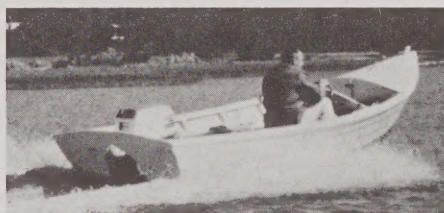
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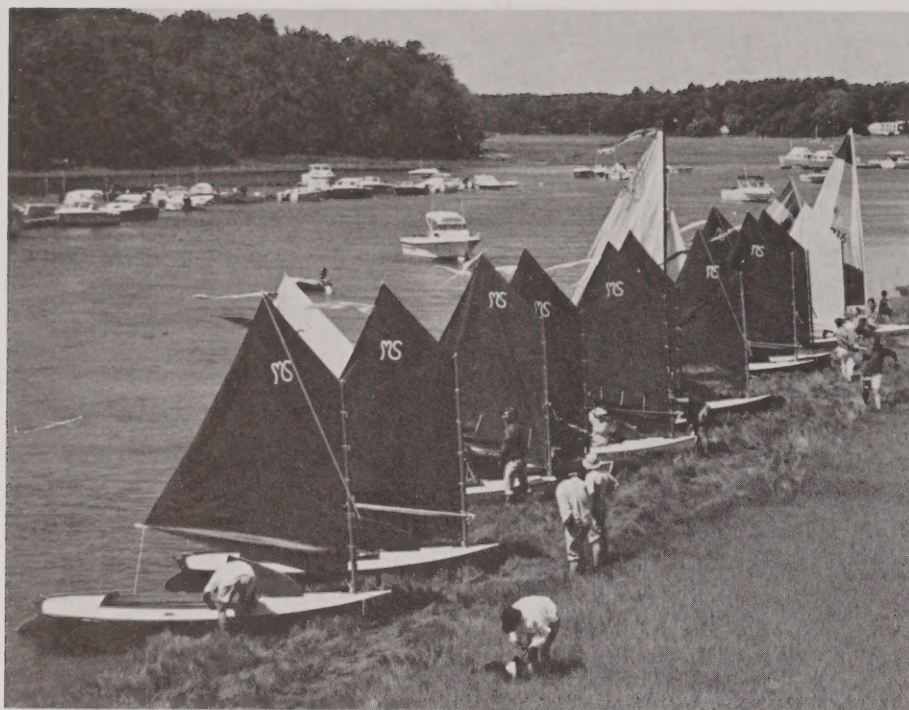
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Amongst the 200 plus small boats taking part in last August's "Great River Race" on the meandering tidal North River in Marshfield, Massachusetts were a dozen Melonseeds built by local builder Roger Crawford. Carolyn Sones sent us this photo sequence of the "LeMans" start from the river bank. Gotta admit it was an imposing array of one man's boat production.

Editor Comments: Roger Crawford can be contacted at P.O. Box 430, Humarock, MA 02047, (617) 837-3666 if his fiberglass Melonseed sounds interesting to you.

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We agreed to meet at Hyannis harbor at 7am, three boats from the Cape Cod Vikings Rowing Club, for a row into Nantucket Sound into a howling sou'wester. It sounds worse than it was, the clocks had been turned back the night before and the wind would blow us home when we got tired.

We pushed off amidst the guys rigging workboats for the bay scallop season and as we crossed the inner harbor the conversation between the boats drifted to Capt. Pete Culler. These were his home waters and we talked about what had happened to his boat shop (didn't know) and his home (bought and being removed and renovated somewhere else).

We spotted George Kelley over at his dock by his boat shop and rowed over to see the saltiest guy on the mid-Cape. Our dory rower tried to squeeze between the dock and a piling and didn't jump his oar quickly enough. A crack was heard as the gunwale split.

The Three Hour Mile

By Barry Donahue

Mr. Kelley saw, but didn't smile. He simply looked at the damage, turned on his heel and headed up to his shop. He quickly returned with glue, clamps, hammer and a handful of nails. Wordlessly he sucked on his pipe and repaired the dory. Then as the glue dried he told a tale involving the former Yarmouth police chief and his father meeting up with rum runners down at Bass River during prohibition.

We were then given a tour of his shop, which has a collection of small boats hanging from the rafters as well as a collection of Capt. Pete's tools. The conversation ran strictly to boats; the 100th anniversary of Slocum's voyage (last time he saw Culler's *Spray* she was looking a bit rough), strip-building Wee Lassies (why cut up perfectly good wood and then glue it back together again?), the summer

homes of certain off-Cape underworld figures (sorry, no names), on to stories about the Steamship Authority on the Cape and how they're screwed.

The glue was now dry so we shoved off. I turned my Whitehall around halfway across Lewis Bay to head home to family obligations. Our row had covered little more than a mile while consuming three hours of our time but had given the four of us a glimpse into the not-so-distant but rapidly vanishing past. Like it has been said, there's nothing quite like messing about in boats.

Editor Comments: George Kelley was a long standing friend of Pete Culler's and in recent years was presented with Capt. Pete's complete design collection by his widow. George now offers these plans for sale to those wanting to build a Culler boat from the original designs. \$1 will get you the list of 101 designs and their prices. George Kelley, 20 Lookout Ln., Hyannis, MA 02601.

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Adirondack Goodboat and Chipmunk Canoe

We took delivery of the 25' Swedish Folkboat *Sieglinde*, ex-*Cockatoo*, from her previous owner, Lloyd Bergeson, at Noank, Connecticut, on Saturday, April 28, 1956. Wendy and I had been married not quite a year. She was 22; I a couple of years older. The price was \$3,500. No engine, no electronics, no head, except a chamber pot, accessed through the fore hatch. We have some torso photos of smiling people, cut off at the waist by the hatch. Wendy's brother once cleaned the portable primus stove by inverting it over the side in Hamburg Cove, thus deep-sixing the burners and converting the stove to a torch jet. The two mattresses were horsehair and wet. The Swedes are tough people.

Here is the log of our first sail from Noank to Essex, Connecticut, an area by now familiar to *Messing About in Boats* readers from the *Blueberry's* chronicles of plying those waters more recently. The log comments transcribed verbatim from the handwritten original are set off and enclosed in quotation marks, and are supplemented by other comments from the clear hindsight of thirty-eight years.

Log of the Nordic Folkboat *Sieglinde*, Sunday, April 29, 1956:

"We had spent the previous night in Essex, and early in the morning Wendy's Uncle Don drove us to Noank. The morning was raw and foggy, and *Sieglinde* was barely visible at her mooring about seventy-five yards from shore. Such breeze as there was seemed to be generally easterly, with its characteristic smell of seaweed matted rocks. After loading the gear, we waited until about 11am, when all of a sudden the fog lifted and the breeze freshened. We decided to go, although I had some misgivings since fogbanks were visible on the horizon."

We were protected from the elements by our raincoats. Mine was a Brooks Brothers "Aquascutum," made in England where the folks know about rain. It looked good on the rack at The Hanover Bank, where I was a trainee. Wendy's, I think was a "London Fog".

"Since the wind remained easterly, we passed through Fishers Island Sound with a fresh quartering breeze, but as we approached the vicinity of New London, it began to get perceptibly darker. To subsequent regret, I neglected to get a fix, and soon we were wrapped in fog. The wind began to freshen, and I set a compass course which I hoped would bring us to the beacon at the outer edge of Bartlett's Reef, which extends out for some distance at the eastern side of Niantic Bay. Since visibility was so bad, I suspect that I set our course rather further out in the Sound than was necessary to miss Bartlett's Reef, since we never did see it or the beacon."

When the fog closed in, it was about 1pm. Earlier, we had received quite a thrill seeing a huge black yawl with masthead genoa set come out of the mist ahead of us, followed by an equally large white schooner, also with every spare handkerchief set and drawing. Unfortunately, the visibility was too poor to identify them."

The yachts were closehauled, and soon after we saw each other they tacked with a sound like thunder, dozens (it seemed) of yellow-slickered crew manning



Spring Shakedown

By Bill Sayres

sheets and lining the rail as they vanished again in the fog.

"After we had sailed for about two and a half or three hours, I was fairly sure we were past the reef and reasonably near the Connecticut River entrance. We had made good time, I felt, with the quartering wind and a boost from the tide, so we altered course and sailed due north direct for the Connecticut shore. Wendy had been at the helm almost all this time, and had sailed beautifully."

Why was I not using a taffrail log to keep track of distance run? The answer must be that, after laying out \$3,500, there wasn't enough left for the Negus patent log, line, and spinner we bought soon after, and used until our present boat came equipped with a knotmeter. One read the Negus upside down, hanging over the stern where it was lashed, first wiping fog driplets and salt spray off the face, only to discover that it had stalled from seaweed fouling the spinner.

And where was I while Wendy was toughing it out, her London Fog losing ground against the Long Island Sound model caressing us both? Probably holed up in the cuddy with the Aquascutum, pretending to study the chart.

"Nevertheless, the pleasures of an afternoon sail were beginning to wear somewhat thin. A fairly sizable chop had built up, which also led me to think we were quite far from shore. That this was the case was proved by the fact that we sailed due north for over one hour before Wendy saw the faint outlines of a beach."

The water was also much calmer, and we bore off to sail along the beach looking for other landmarks. Then Wendy saw the loom of a house, and at the same time she spotted a black can buoy a short distance seaward from us. We sailed over to the can, and were able to identify it as marking one end of Hatchett's Ledge, about a quarter mile from the entrance buoy

in the mouth of the Connecticut River. We were able to sail a strict compass course from then on and got safely inside the river.

However, I unfortunately skipped a red nun while we were buoy-hopping up the river and we hit a hazard known ominously enough as Sodom Rock. *Sieglinde* ran her keel up on the rock with an awful grinding noise which will never be forgotten."

And it never has been. The fog was so thick we could not see the next buoy from the one we were passing, and in checking them off, clearly I missed one. The keel was iron, and today I recall the noise as a deep gong, like a funeral bell. God punished the perverse residents of Sodom. Was he punishing us? I reflected on sins of omission and commission. But maybe it was just a warning.

"Amazingly enough, the strong downstream current pushed us back off, and we got back into the channel. Eventually we reached the railroad bridge which opened for us after much vigorous tooting on our part. We were sailing fairly close to the wind here, and boiled into the space beneath the drawbridge with the rail almost down. The stone pilings of the bridge, of course, shut off our breeze and the outflowing current shot us back out of there as if we were a saucy pooh-stick. Later, we pulled ourselves together and tried again but again to no avail."

The river was dark and swollen by melting April snows from the White Mountains. At some point, one of us stepped on the compass, mounted in brackets amidships, which broke off and rolled around in the cockpit. But maybe that was another time, since the log doesn't mention it. Anyhow, with the bridge visible, we knew where we were.

"It was about 6:30pm, and we were getting colder as it became darker and gloomier. We managed to anchor *Sieglinde* within hailing distance of the bridge operator, and shouted at him to call Essex to send us a tow. This he tried to do, but got no answer."

Just then a trio of what looked like Neptune's lieutenants came out through the bridge for a fishing jaunt. The three of them badly overloaded their flat-bottomed skiff, but we signalled vigorously and they came over to our unpleasant anchorage. We explained our problem, and they cheerfully towed us through the bridge to Baldi's Marina (run by their uncle), where we tied up *Sieglinde* and called Wendy's grandmother. I commissioned Baldi, Senior, to tow *Sieglinde* to her mooring the next day, and we finished the last two miles of our cruise to Essex via Buick."

Clipping from the local Essex newspaper:

"River Begins to Be Dotted with Boats. On the River by Capt. Jeremiah B. Whittaker. Fog is Confusing

The fog of Sunday caused some little confusion on the river. Not only were numerous commercial vessels forced to anchor or tie up instead of running the river, as usual, but also one little boat enroute from Mystic to Essex ended her voyage at Baldi's dock between the bridges. This boat is at present on a mooring at Essex. It is one of the Swedish Folkboats, and was formerly owned by Lloyd Ferguson [sic] of

Fishers Island. The boat presently is the property of William B. Sayres, a son-in-law of Ros Gilpatrick of Essex. This boat is one that will replace one of the boats that during this past winter has been sold away."

Our journey that day, however, continued via New Haven Railroad and subway from Saybrook to New York City and a West 82nd Street brownstone. There two tired kids (well, they seem like kids now, crazy, too) lugged bags stuffed with sodden Egyptian cotton sails up three flights to a two-room and kitchenette apartment, where we draped sails from fixtures and furniture. The next morning, we put on our London Fog and Aquascutum, and went to work.

A lot of spring runoff has washed under the railroad bridge since then. Wendy's Uncle Don and her grandmother, our chauffeurs, are both dead. So is the Buick. On the other hand, there are three children, one almost born under the shadow of that bridge, and as many grandchildren, none of whom was around in 1956. Boats don't die, though, as any reader of the cruises of the Damn Foole in this magazine knows. We're on our fourth, but we've really only had one.



A Long Log for Old Ironsides

Thanks to the *Penninsula Times* of Port Angeles, Washington, we have this photo of a Pacific northwest boatbuilding log enroute to Boston for the *U.S.S. Constitution* rebuild.



Tom Thompson

Log cut for famous ship

Al Short, a sawyer for Pacific Western Timber of Port Orchard, feels the thick bark of a 106-foot-long old-growth fir tree in Port Angeles that will be cut into planks and decking for the famous sailing ship the USS Constitution, also called "Old Ironsides." It

is moored in Boston Harbor. The log was cut into two vertical halves on private land in a forest near Neah Bay. The first half traveled through Port Angeles last week. The log protruded well beyond the length of a standard log trailer.

"There is nothing - absolutely nothing - half so much worth doing, as simply messing about in boats."

Kenneth Grahame from "The Wind in the Willows."

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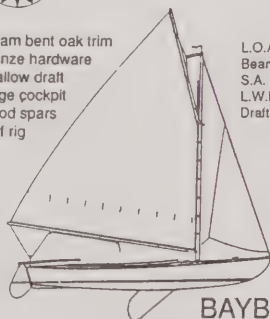
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A Tale of Three Boats

By David Knoedler

I have owned two Dovekies and one Shearwater. First I owned a Dovekie. Then, I traded it for a Shearwater. Then, I traded that for a Dovekie.

"Why", you ask? Is there something wrong with this man?

I blame the United States Air Force for my excesses. I implicate the ad writers at Edey and Duff as co-conspirators. Lastly, I blame that part of my heritage that involved the island of Ireland, a culture that sanctifies daydreaming as a way to deal with the problems that plague us. This is my tale.

Starting at the beginning, I grew up in Duluth, Minnesota, on the shores of Lake Superior. My early boating experience was intense, but limited to canoes, aluminum skiffs and some long-distance voyaging in a Klepper kayak. I was not a sailor.

Somewhere in my early adulthood, three things came together: A summer sailing class, taken to meet a physical education requirement; a lingering sense of being trapped on an educational treadmill; and an early issue of *Small Boat Journal*, with a seductive ad about Dovekies from the folks at Edey and Duff. Let's face it, those guys knew how to put together an ad campaign! Forget the boat, how about a small book composed of all their ads, with lots of glossy photos of Dovekies and Shearwaters skimming along in a fresh breeze! I became convinced that a sailboat, preferably a Dovekie, was the way to solve my angst. The only minor problem was that I was a college student, broke, living in an apartment, driving a rather decrepit Volkswagen "Thing" with no heater, in Northern Minnesota!

Ok. Boat number one: An 18' home-made, plywood and sawn frame, extremely heavy hull with a mast the size of a telephone pole. No sails or rigging. No trailer. A vague picture of what the rig was supposed to look like. It was with a thrill that we somehow got it sitting on some old tires in a rented garage. Ah, the hours I spent appreciating the possibilities of that hull! Ah, the hours I spent worrying about how to get it out of that garage, much less get rid of it! Ah, the thrill when a local sailmaker quoted me a price for sails that approached my six-month living budget! Ah, the joy when I finally sold it without ever having moved it an inch from its original resting place!

Ok. Boat number two: A homemade, rectangular board boat with a lateen rig, bought at a house sale. Red, shiny, hardly used, how could someone sell such a beautiful creation? By this time, I was married and living in Minneapolis. I felt like popping a bottle of champagne as we drove to a local lake, boat strapped to the roof (as it turned out, it was lucky I was not even the least intoxicated, since I might have drowned!). Boat in the water, sail up, life-jackets on (luckily), a good shove away from shore with an offshore breeze. We're sailing! No, we're in the water. OK. Get the boat righted. Try again. And again.

And again. The boat is only stable when upside down!

When we finally break down in hysterical laughter, we have capsized 8 or 10 times and have gradually drifted halfway across the lake. We decide it is best to keep heading downwind, and swim the boat to the far shore. Dripping, I jog nonchalantly back to the car. We drop the boat off at Goodwill on the way home. Later, I suffer pangs of guilt at not destroying it once and for all.

OK. More ads for Dovekies. More issues of *Small Boat Journal*. More afternoons at marinas, considering the pros and cons of various craft on the waters. Five years go by. I'm finally earning some money. Son Number One is with us. We are stuck in the middle of Ohio, serving in Uncle Sam's Air Force. In the middle of this, I lose my father. His death results in some unconscious responses: I buy a used Volvo station wagon (safe, right?), and borrow some cash to buy Dovekie #55. I am the third owner. I actually own a sailboat! I barely know how to sail. The boat is named *Harmony*. It's beyond wonderful. It will always be my first boat. I have wonderful times with it.

Four years go by. I'm stuck in the middle of Illinois. I have marvelous, special times in the Dovekie. I have afternoons that I will always remember. But, the big waters of the Great Lakes, my old stamping grounds, are far away. Muddy reservoirs are all I've got handy. I keep daydreaming of clear, freshwater seas (remember the Irish!). Daydreaming keeps me going. Edey and Duff's Shearwater entices me.

After a long search, I get a job for my post-Air Force career in Wisconsin, on the shores of Lake Michigan. Having grown up on Lake Superior, and sailed in the merchant marine on 800' ore boats on the Great Lakes, I have a healthy respect for the big lakes. A ballasted Shearwater looks awfully appealing.

Then, an auspicious series of events begin. The U. S. Air Force decides they have been underpaying me for six years, and sends me quite a large check for back pay. I attend a conference in Boston, and have a free afternoon. I drive down to Mattapoisett to see the boatyard at Edey and Duff. I tell Bill at E&D that I'd love to have a Shearwater. There's a fella in Canada with one, he says. He may want to trade you. The hook is set. The combination of money in my pocket and a switch is irresistible.

Michael French and I meet on the Peace Bridge in Buffalo on a cold November day and make the switch. The two best days in a boater's life are combined for each of us: Each of us has acquired and gotten rid of a boat. Michael French becomes the owner of Dovekie #55, *Harmony*, and I am the owner of Shearwater #7, *Andorina*. She's huge. Pulling her up the hills in the Cuyahoga River Valley in Cleveland, the old Volvo station wagon slows to 40 mph. At the rest stops, I keep exploring the insides. There is storage everywhere.

On my first outing, my buddy and I spend hours trying to put up the mast. A crowd gathers as the mast swings wildly, and we crank incessantly on the foredeck winch. For some unclear reason, it never

occurs to me to put it up the way I did with my Dovekie: Stand in the hatch and lift it up, then cleat the forestay. Once I figure this out, it's easy. We go sailing. Holy crap! This is a real cruising boat!

Three sailing seasons go by. The Shearwater is a very different boat than the Dovekie. It handles big wind and waves with real confidence. The 600 pounds of lead ballast gives her momentum and stability far beyond what one has in a Dovekie. I take a delicious three day cruise in the waters of Green Bay with my brother and his two teen-agers. *Andorina's* 9.9 horsepower Yamaha gives her tug-like power when motoring. I consider the possibility of forgetting the rig, and just using her as a displacement motor launch, she is excellent at this, also.

My job gets busier. My family gets bigger. My free time is focused on my family, who are not particularly interested in this boat. Although I want to use it more and more I use it less and less. My in-laws buy a condo on the shore of Lake Michigan, two hours from our home. Our vacations will be spent there, where I will have some time for daysailing. What I need is a very-quick-to-rig daysailer. What I have is a moderately-quick-to-rig cruiser, a boat that you could easily take for an ex-

tended shorewise cruise of the Great Lakes.

For some reason the size of the Shearwater continues to intimidate me. I am so used to canoes and such that I can manhandle around that I don't know what to do with a boat this size. I want my Dovekie back! I vacillate wildly, trying to decide whether to stick with my admittedly wonderful Shearwater, or go back to the admittedly wonderful Dovekie. Each is better suited for a certain type of need. I decide I want a Dovekie. I call the folks at Edey and Duff. Aha! they say. There's a fella right down the road from you, a certain Moby Nick with a very well-used Dovekie. He wants a Shearwater. The Hook is set.

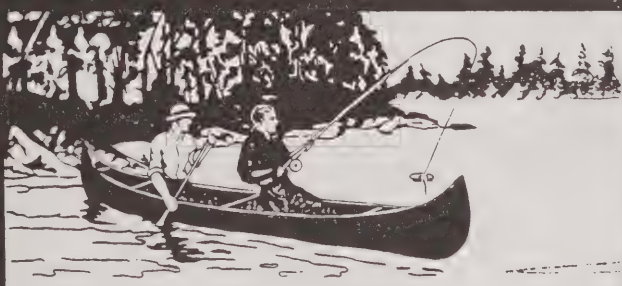
We examine each other's boat. We each vacillate off in a different direction for awhile. I convince myself, once again, that I want to keep the Shearwater. Finally, we strike a deal. Eight years after becoming the owner of Dovekie # 55, *Harmony*, I become the very happy owner of Dovekie #56, *Pilgrim Pelican*. I have forgotten what a cruising sailboat the Dovekie is in her own right until I see *Pilgrim* up close. I pull out the charts, and start thinking. I order a motor mount for *Pilgrim*, just as I had for *Harmony*. I will bet I'm the only person to ever order two

Dovekie motor mounts from Edey and Duff!

Sailing is about something special in life. I recently read an author who claimed that the sailboat is the most beautiful of all man-made objects. My children and I discuss the new boat, and possible names. We decide on *Floob-Boober-Bab-Boober-Bub*. My five-year-old will be glad to tell you why, if you ask:

"Floob is for Floob-boober-bab-boober-bubs. Who float in the water like blubbery tubs. They're no good to eat, you can't cook them like steaks, but they're handy in crossing small oceans and lakes."

Dr. Seuss knew about sailing! I decide I have discovered a new diagnostic test. Look at *Floob* with her faded tanbark sail, big wooden leeboards and wooden spars, all the while saying "Floob-Boober-Bab-Boober-Bub, Port of Sheboygan" three times, as fast as you can. If this doesn't make you laugh, look me up in the yellow pages, and make an appointment. I'm a psychiatrist. Help is available! Just remember: Don't wait. Each season you miss is gone forever. Take out that second mortgage on your used car: Buy the boat.



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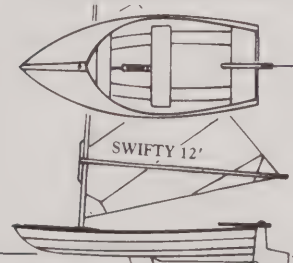
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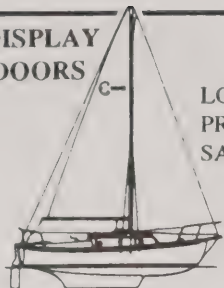


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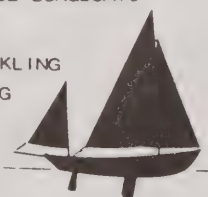
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A Seaworthy Small Boat... the Crawford Dory

By Malcolm Forbes

In the September 15, 1994, *Messing About in Boats* Mr. A.L. Eagle of Tenakee Springs, Alaska wrote inquiring about an ultimate "Storm" boat for his rough waters and weather. There are many classic small boats suitable for heavy water, and the dory is certainly one of the best. In my opinion, dories, with a few caveats, will cope with lumpy water and beaches about as well as anything afloat. If he hasn't already, I suggest that Mr. Eagle obtain a copy of *The Dory Book* by John Gardner. Under the conditions Mr. Eagle describes in Alaska I would opt for a Swampscott dory for the shorter end of his specifications or a St. Pierre/Miquelon for the longer.

In my case I wanted a daysailer and a fishing boat that:

- was seaworthy;
- was trailerable (singlehanded launch and recovery);
- was beachable;
- was singlehanded for setup & striking of the sail rig;
- would stow all rigging, oars etc. inside the boat;
- carried a small motor;
- rowed well;
- could reasonably be used for cruising remote parts of the Maine Island Trail;
- was suitable for fishing for blues and stripers off the Isles of Shoals;
- speed was not a priority;
- come what may, would keep the open side up.

Roger Crawford's 16' Swampscott dory met these requirements perfectly. It is one of the finest, small, seaworthy boats that I have ever seen.

Seaworthiness: Roger builds his dory beamier than most Swampscotts, which in turn are wider than Banks dories. The purpose of this beam is to give more stiffness when carrying sail. Combined with characteristic dory sheer and flare, the ability to cope with rough water is mar-

velous to witness.

The very first time I ever put my dory into salt water I toured Boston harbor to see the tall ships. Roughness was caused by the crisscrossing wakes of some 5,000 Bayliners. (Aarghhhhh!). It wasn't a normal seaway, it was an uncontrolled mess of water filled with big lumps and deep holes. With a new boat I was understandably concerned but inside of half an hour I found the dory already knew far more about coping with rough water than I will ever learn.

I have trouble praising the Crawford Swampscott too highly. The major problem with it may be to avoid getting cocky. Once I crossed West Penobscot bay, under sail, in small craft advisories (30 knot wind and 8 foot seas according to NOAA) and East Penobscot bay in the same winds but a mean short chop. It was one of the best day's sail that I ever had. I have never yet been in conditions when I felt the dory was being pressed. I don't know how much weather it will take, and I don't particularly want to find out. I have come to believe that common sense (read "fear") will keep me off the water long before the dory is in trouble.

Toughness: Mr. Eagle is concerned about floating ice, logs and sunken rocks. (and who can blame him?) As Gardner points out in *The Dory Book*, if a boat is to be a strictly displacement hull with no ability to plane, the scantlings can be a lot heavier. Furthermore, a slow, displacement hull is less likely to hit floating objects at speeds that will cause damage. Crawford's fiberglass dory is strong, durable and heavy (bulletproof?). Dories are flat bottomed and that makes them beachable. If I chose to beach regularly I would epoxy an oak plank about 6" x 12" x 3/4" on the bottom at the bow. When damaged or worn it could be replaced.

Sail: If you are looking for a high performance, spinnaker flying, windward boat, go buy one. Dories traditionally use

a sprit rig, which operates on the KISS principle, raised to a very high level. A more efficient rig would point higher than the sprit, but at a great cost in complexity. The Crawford's mast is unstayed. The sail furls around the mast and the whole rig stows inside the boat. There is no boom, which makes gybing a pleasure. Mast stepping or unstepping is a single handed proposition, either ashore or afloat. When you are fishing and get a hit, simply let the sheet run, let go the tiller and the boat takes care of itself until you land the fish. The sprit is easily the most user friendly rig I have ever sailed. And think about it, do you really want something swinging right past your head that generations of sailors, in their infinite wisdom, have decided to call a "Boom"?

Roger's earliest dories had a 75 sq ft sail but later went to 100 sq ft. I own both sails and usually prefer the smaller one. The dory is not overmatched by the big sail, but I think the smaller sail is a bit better balanced for the boat and the center of effort is lower. For cruising where the weather unpredictable I prefer the small one. For light airs and ghosting the big one is better.

Motor: The unusual motor well is inboard at the stern, opening out at the bottom of the tombstone transom. The well won't accommodate anything larger than a 4 horse, but this is just fine as 4hp gives hull speed. (five knots? six?) It takes me less than two gallons to power the twelve mile round trip to the Isles of Shoals at about 80% throttle. For motor sailing I use the motor set at not much more than trolling speeds to help a weak wind or to point a bit higher as needed. A six gallon tank may have to be stretched a loooong way when you are east of Monhegan.

Rowing: Like all dories, this dory rows. Not as well as a gunning dory, mind you, but still a legitimate alternative when the wind & motor fail or if you just feel like some pleasant low-impact aerobic exercise. Unlike a typical aluminum skiff where rowing constitutes a major maritime emergency, this is the type of rowing you can keep up for extended periods and actually go somewhere.

Do It Yourself: Unfinished dory hulls are available and are a nearly perfect beginner project. There is enough work to be done to become a real partner in building the dory yet not so much as to turn building it into a career. You can look forward to being on the water in a reasonable time. Roger will supply plans, patterns, bill of materials and instructions to finish your dory.

I bought a secondhand unfinished hull that had languished in someone's back yard for 10 years. It went back to Roger for refurbishing and addition of a centerboard trunk. My first decision was choice of materials. Roger usually uses oiled teak, but I opted for varnished mahogany. It is beautiful and looks like a mini yacht. However, if I were to do it again I would seriously consider using oak and paint. No matter how beautiful this boat, it is, at heart, a working fisherman's tool. Always was.

Because this was my own custom job I made some interior layout changes from Roger's typical plan. I put in two thwart seats in the cockpit area. A deep

cycle marine battery, six gallon gas tank, depth finder and milk crate are normally under the thwarts and lashed or bungied to the centerboard trunk. The milk crate is the perfect spot for mounting a bulkhead compass. Lights are built in. A radio will be added if I ever have any money again.

I am no naval architect, but I think if you wanted self righting you could build water tight decks and bulkheads at thwart height to minimize water in the boat, keep the heavy stuff riding on the bottom (and perhaps add ballast) for center of gravity lowering, and add additional flotation high in the sheer, bow and stern, for self righting moment.

Sleeping Aboard: For overnight camping cruising I bolt plywood sheet to the thwarts as a deck and sleeping platform. Storage of waterproof canoe bags, porta pottie, etc., is under the deck. A canvas "boom" tent, with the sprit pole serving as the boom, provides shelter. The tent can cover the cockpit for foul weather or fold forward to the decking for fair. It is rather like living in a pup tent with a sunken patio.

My biggest luxury is an all wood folding chair with a real lean-against back. In

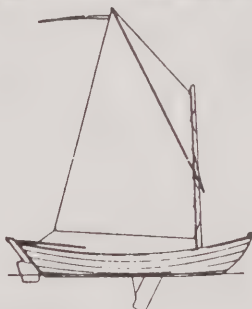
small boats there comes a time when you are ready to sell your soul for a chair with a back you can lean against. At anchor I use my chair either up on the sleeping platform before I put up the sprit-tent or in the cockpit, after. It just fits. With a rum and water in hand it feels just like I am lounging on the yacht club verandah.

Roger says he does not favor cabins though he has done it on customer order. Weight up high is dangerous in small, unballasted boats because of what it does to the center of gravity. For Alaska, some type of foredeck and canvas dodger survival shelter would make better sense.

The most unusual thing to get used to are the comments you get at boat launch sites. People just come over and admire the boat. OK, so launching among Clorox bottles on Winnepesaukee is one thing, but when a lobsterman in a small Maine harbor admires the boat, you know you have something special. I have had people follow me into rest areas on the highway to ask about it. If you feel down in the dumps, just take the dory to a good launching area and sit around and wait for the compliments. "Build it and they will come"

SWAMPSCOTT DORY

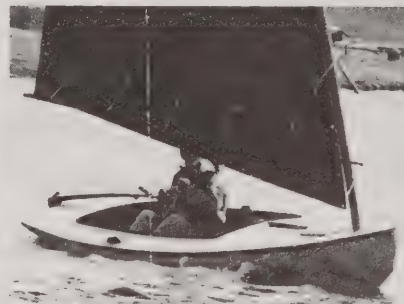
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The Shell of My Dreams

By Mac McCarthy

This is my newest experiment in my ongoing search for the shell-of my dreams, 24' long with a 21" beam, weighing in at 25lbs. The hull shape is a new one for me, most of my shells to date have had a shallow V bottom. This one uses an ellipse for its master shape. I understand this gives the least surface friction for a given displacement, which is a major factor in hull speed for shells, kayaks, and canoes. The hull is slightly swede form. The after section of the three part hull is shorter than the bow section, using the same molds several inches closer together. The center section is 7' long, the bow 9', the stern 8'.

The hull was built in one piece, but with double bulkheads to separate the three sections. The bulkheads were separated with 1/8" spreaders, so that two simple saw cuts will separate the boat into three sections for transportation. Bolting the sections together would be simple, and the match up would be perfect, and hardly even visible, as most of the strips would run right through in the grain pattern.

Instead of using 1/4" thick strips which is pretty standard for canoe hulls, I ripped the western red cedar strips 3/16" thick which saved quite a bit of weight. I have been using a 7-1/4" thin kerf blade to rip my strips. It is made in Japan, and has a 1/16" kerf. I bought three of them, and wish I had bought a couple of dozen. My source dried up, and repeated letters to Japan get no response. I have tried a couple of the thin kerf American made blades with poor results. The best replacement I can find is a Freund thin kerf rip blade, with a 1/8" kerf. Twice the saw dust, but it is a good blade. This also allowed me to get more strips per plank which saves money and wood. I didn't bother to cove and bead the strips, there aren't any hard twists in a hull of this type. Actually, a rowing shell is a very easy hull to strip. I use a block plane to put a slight bevel on the strips where needed.

It makes a big difference when you have no intention of selling the boat in the future, and are building for your own use. When I am building a boat to test out a theory of mine that might not be valid, I try to keep the expense and time spent to a minimum. So, while I wanted a good looking boat I wasn't trying to create a show stopper. A lot of my experiments end up gracing a restaurant wall or ceiling. Sometimes they end up in small pieces gracing the dumpster out in back of the

shop.

The hull turned out very well so far as being fair, and I used a new plane I built to help clean up the hull before fiberglassing it. I wanted a long plane that would act like a board sander, and only hit the high spots if they existed, rather than riding up and down as a block plane would tend to do. I have several long metal planes but they are a little heavy for me to use to fair a long hull like this.

This new plane is 20" long, 1-7/8" wide, and 1-3/8" deep. I used a Hock iron, obtained from Japanese Woodworker, (800) 537-7820. This is an American made blade and chip breaker of excellent steel, and costs about \$24. A plane could be built around a replacement iron from the hardware store, or an old file reworked. The main thing was the long length, light weight, and the use of two pieces of dowel (I cut my handles from an old pool cue) for handles. Using this made short work of cleaning up the hull before sanding.

I used 2oz. fiberglass cloth instead of the 4oz. cloth I would normally use on the outside of the hull. Here again I was trying to save weight. On the inside of the hull I used 4oz. cloth in the center section only where the rowing rig will rest. In the rest of the hull I sealed the wood with epoxy resin, of course, but didn't use any cloth. It is very seldom that I don't cover both sides of a hull I build with at least 4oz. fiberglass cloth. The system gets its strength from the wood as a structural core between two layers of glass and epoxy. Leaving one layer off seriously compromises the strength of the composite.

I did make ribs or stiffeners out of carbon tape saturated in epoxy. Actually all the hull has to do is keep the water out, as I am not apt to puncture the hull in the area where I row. The drop-in unit takes all the strain. When you build for yourself, you can build like this, cutting some corners, but being aware of which ones you can safely cut. When you start building for the general public, you better beef it up, or put a good lawyer on retainer.

I used spruce for an inner rail in the center section only to add stiffness where I grab the boat to lift it from the water and carry it to the truck. I am adding styrofoam insulation as flotation, bow and stern, using several layers cut to fit. It is cheap, and as it is lower than the top of the hull it doesn't abrade when cartopping the boat. I can't say it looks as great as a stripped and varnished deck, but it sure weighs a lot

less.

I have rowed the boat about four times now, and am really pleased with the results. The hull hardly disturbs the water at all. It is also ridiculously stable. I think I could stand up and walk around in it. A lot more initial stability, than the shallow V hull shape.

I am going to use the same set of molds to build another hull this winter using the same system, but cut the length to 18' and cut the beam to 18". The main problem with the 24 footer is the overhang when traveling to and from the water, and the difficulty of handling something like this in a breeze while trying to put it on top of the van. I could cut it into three sections but then I would have to take the time to bolt it together every time I want to use it. Not simple enough for an old die-hard like me.

If I could build the 18' at the same weight ratio to length as the 24' boat, I would probably have arrived at the boat that I could row on into my so called "vintage years" and still pick it up and carry it. I find that right now a 40lb boat is about all I can comfortably pick up out of the water and carry overhead to the van if any kind of wind is blowing.

The drop-in unit I now use is a very simple sled arrangement. The tracks are routed into 1/2" plywood; the grooves are hardened with a mixture of epoxy and colloidal silica; the foot stretchers are adjustable; the riggers are laminated from five layers of 1/8" door skin plywood. I used fiberglass reinforcement between the layers of plywood, and carbon fiber tape for additional stiffness. The riggers are bolted with threaded rod all the way through the sled so they are extremely rigid. I have been using this simple rig for over a year now with no trouble.

I can shift the setup back and forth in the boats to find the best location in the various shells I play with. I have not found it necessary to anchor the rig. I epoxied two guide strips in the hull to keep the rig centered, and that is all I have had to do. Even though the use of the drop-in unit means one more trip to the van and a little more time to get set up each trip it sure makes it easier to have the weight split up into two units.

I am getting ready to build a new unit. I am going to try to cut the weight down to bare minimum and will probably switch to a bolt-on wing that will make the unit easier to transport. My present unit will go in my van all right, but would be a ma-

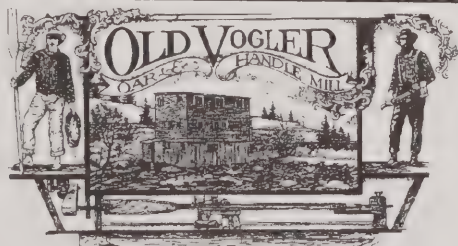


jor operation to get into a car trunk. I am thinking of some sort of door skin, foam lamination, that would be light weight, strong, and add flotation. I tried a system like this years ago, but made the wings out of solid mahogany with the result that they were just too heavy. My present laminated wing system would be hard to take apart and put together with accuracy each time.

I usually row in open water here in Sarasota Bay. The only obstacles are concrete pilings that mark areas where motor boats are supposed to slow down, mainly to protect the few manatees that are still left. There is one piling that sits right in

the middle of the area in which I row that seems to have a fatal attraction for me. It keeps moving to get right in front of me when I am rowing along in a self-induced meditative state admiring the puddles left by my oar blades. Luckily I have so far come to my wits in time.

I have over the years tangled with a couple of bridge abutments when the tide was running crosswise and I hit one piling with an oar and one wing of my rowing unit. That little episode was sort of scary but didn't hurt anything but my sense of dignity. People on a passing motor boat must have thought I was crazy to row right into the damned thing. They were right.



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Christy

Christy came from a farm, via a retired power station worker living in Mechanicsburg. Built in the '50's, she was not registered or named until 1982, when the retiree named her after his granddaughter. In buying the boat I promised not to change the name (I wouldn't have done so anyway, being a bit superstitious). And I've done nothing else to her, save touching up a little varnish where it was scraped. This is not a restored boat, just an old boat that has been kept moderately clean and dry. She matches quite nicely my own vision of a farm country boat.

There are lots of plain old boats to be found throughout mid-state Pennsylvania, and some of these so simple as to be quite classy. Throughout the 1950's a good number of boats were built by their owners, many quite well. That trend has eroded since fiberglass and aluminum have come to prominence, but it is not uncommon to find a "good ol' boat" from the transitional period in a barn or garage, and some of these come onto the market.

My own vision of these earlier boats is (like *Christy*) of a factory spliced fir marine plywood hull, mildly tortured at the bow, with oak and mahogany frames, transoms, etc. It was probably built in a barn or equipment shed, or perhaps in a basement in a small country town. Fastenings are probably brass or galvanized iron, as bronze was not stocked locally and stainless steel was virtually unheard of. Plans came from *Popular Mechanics* or a similar magazine, what I like to call *Popular Science & Mechanics Illustrated*, and the designer perhaps was not named. Some were pre-cut as kits; *Christy* may well have been, as the milling of the wood stock is rather precise. Others were built in shop classes.

12-14 footers seem most common, with shallow vee hull lines, and "utility" and "runabout" topside treatments are to be found. Many have sprouted carpet and gadgets over the years; carpet traps moisture, so tends to shorten their lives. Homebuilt flatbottomed or jon boats are seen, but are less common. One sees a few canvas-on-frame kayaks, but not many homebuilt canoes (that market seems to have been sewn up early by commercial builders). Finally, there are a number of interesting "floats" and shanty-houseboats.

I am *Christy's* caretaker, Bob Cavenagh of Carlisle, Pennsylvania. My wife, Susan, has great affection for this boat and says to keep it.

Boating in Central Pennsylvania's Farm Country

It is claimed that Pennsylvania has no

About My Farm Boats

By Bob Cavenagh

natural lakes. This mountainous state has no shortage of springs, creeks, and rivers, however, and this bounty of moving water has had some important effects on the sorts of boats used in the state. Prior to the arrival of railroads, this river system was important for transportation and communication. Railroads commandeered many riverbanks and fishing became a prime reason for taking to the water. In the 20th century both human and fuel powered boats have multiplied.

Moving streams running through hills and mountains don't make for good sailing country, and indeed sailboats are mostly found on the relatively new man-made lakes where they exist primarily as pleasure boats. The powerful Susquehanna has been dammed in several places for flood control and power. Some stretches of this river are very shallow; boaters use flatbottomed boats with adapted motors to contend with rocky stream bottoms that are all too eager to tear out a lower unit or break a prop.

If one inventoried boats in the middle portion of Pennsylvania, I suspect that the commonplace jon boat and aluminum semi-vee would each outnumber all other types. There is still good fishing throughout the state; the state's fish and boat commission provides free tie-ups at many sites and lots of people chain a small boat to the steel cable fences that parallel the water's edge. The third most common hull at these tie-ups is a canoe, typically aluminum. There are plenty of runabouts and pontoons, and the milder creeks provide a home for many really individualistic boats.

Lots of folks carry oars, and some use them, but a gas or electric motor is now the norm. Its not that folks here are lazier than elsewhere, typically they are rather hard-working. It is just that steady, inexorable, moving water which takes some of the pleasure out of rowing. On the other hand, motors still tend to be rather small. The creeks and smaller rivers aren't great places for speed, and many lakes are restricted to 10hp or to electric power.

Today there are boat dealers throughout the state, but for years one bought factory built boats at sporting goods and hardware stores. As boats weren't the primary reason such stores were in business, the boats tended to be small and fairly modest and well suited to needs. Nowadays

From the left: Dinghy, rowboat, *Christy*.

there seems to be a tendency to push folks toward bigger and more powerful boats than really suit the waters.

Farm Oars

I bought a set of farm oars at about the same time as *Christy* for \$1 at a farm auction in Lancaster county. Some would say I paid too much, but I find them intriguing. Cut from old planks, they are locked into a vertical orientation by their homemade oarlocks, their blades perpendicular to the water. If you make a pair, paint them "farm oar brown".

River Fork

There are lots of rocks in the shallow stretches of the Susquehanna River. Local industry (in the person of a local welder, typically) converts dung and pitch forks into protection for the lower units of outboards. The springy steel of the tines helps the whole thing bounce off rocks. Call 'em dung fork, rock guard, prop protector, or river fork, but remember that there are more jokes to be made about "a fork in the river".

Homebrew Anchors

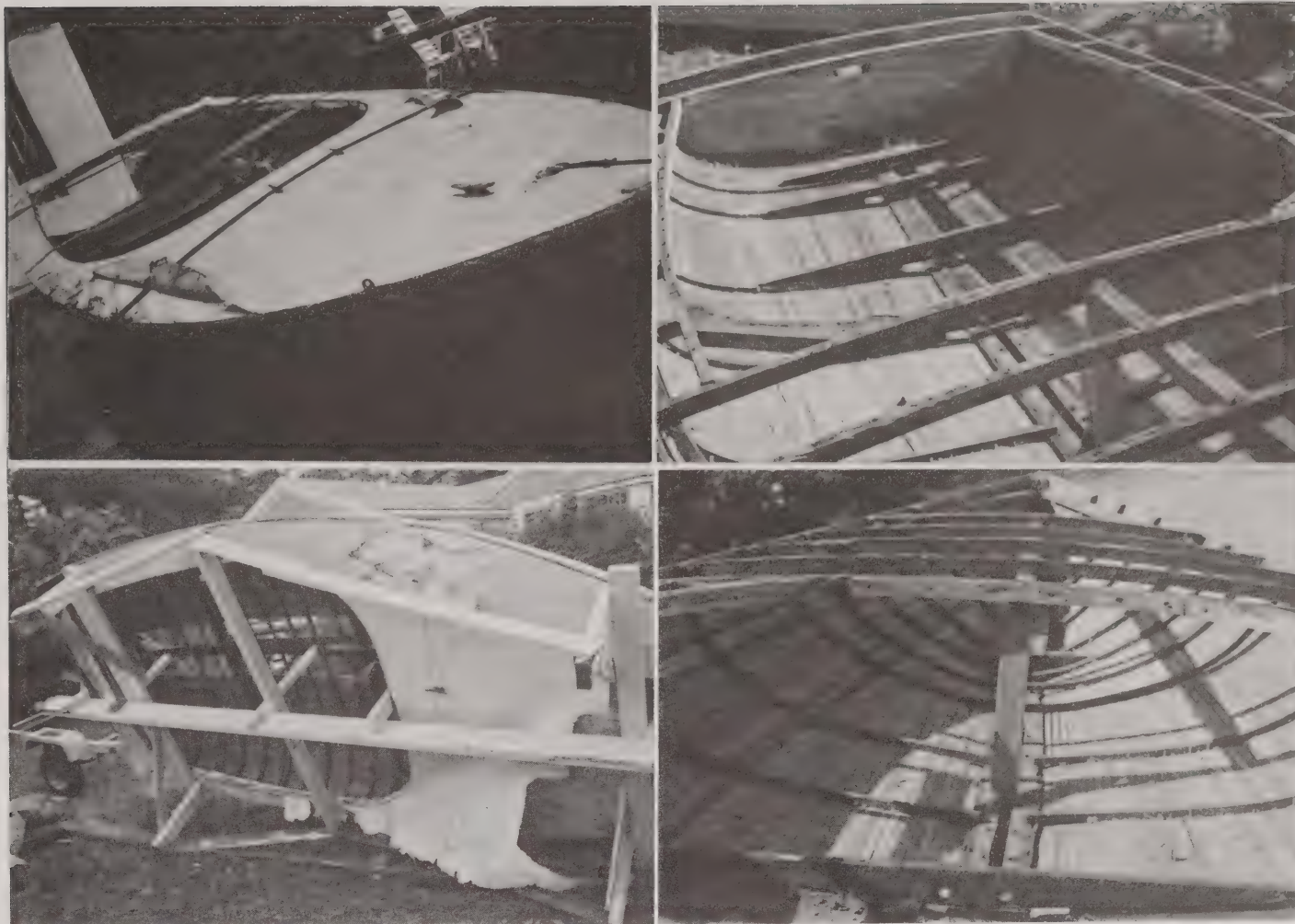
A cow chain and an old tractor wheel weight makes a pretty good drag-anchor. So does a number 10 can of concrete with a staple embedded, but keep it in fresh water. Want to make a plow anchor? Then it is time to visit your local tractor and farm equipment supplier for parts.

Cedar/Canvas Dinghy

This boat came from Lancaster County, where it turned up at a country auction house. Professionally built, it was no doubt the tender to a larger vessel. The old hull was intact but not as tight as when first built, so owner Fred Petty of Carlisle, PA and Baltimore decided to use epoxy/glass to replace the original canvas. After its first restoration, the boat was damaged rather badly when a storm blew a tree down on it. The boat as it was displayed at St. Michaels has therefore been rebuilt a second time.

Cedar/Canvas Rowboat

This boat came from York Haven on the Susquehanna River. It was thought (by family members when it was sold at an estate auction) to date from the 1920's or early 1930's. It's lines and construction suggest a boat made for both rowing and use of a small outboard. It was surprisingly intact when purchased, though the canvas was long gone. It had been stored for years in a shed, along with a small and defunct outboard motor of 1930's vintage. The epoxy/glass restoration is by owner Fred Petty of Carlisle, PA and Baltimore.



Saving a Cat

I've added to my catboat fleet this resurrected specimen. The pictures tell the story.

Straps held together the hull for its trip home but the transom fell out enroute. It was reglued and epoxy glassed and fastened with drywall screws.

Shoring and bracing was used to hold the hull shape while the planking was removed. The entire inside was gutted and all

the frames that stayed in were left to help maintain that shape. The centerboard case was also removed.

The old planking was replaced with strip planking. As each plank, starting with the one above the garboard, was removed it was replaced by strip planking, every other plank was done so until each side was completed, one plank starboard, one plank port, etc. This view is looking

aft.

Every third bent frame was left in place except up forward. A new centerboard trunk was installed and a new plywood deck. This view is looking forward.

Afloat and underway. The black cat to the right is one I made off an old hull using C-flex. The white cat to the left is one I designed myself. It has a Bobcat sail and rig.

Stan Dziemja, S. Walpole, MA.



Boatwork

By Scott White

Portlights

Every portlight I have ever seen on a boat is badly designed. They open inward, guaranteed to let in all the rain when opened for even the smallest amount of ventilation. Their strength depends on the hinge pins and the dogs which hold them closed rather than on the sheer strength of the cabin sides when slapped by a wave. Worse, their ability to keep water out depends, even when closed, on their gaskets.

Gaskets are expensive to replace, square sectioned rubber extrusions which fit into grooves in the opening part of the port and theoretically seal out rainwater and spray when tightened against the rim of the port by screwing down the dogs. Gaskets sooner or later, generally sooner, become hard and cracked and leak onto your bunk. Any leaks wind up in your bunk. Or on your books or your electronics. Mostly on your bunk.

The books are right, a wool blanket will keep you warm even when wet. Not comfortable. Just warm enough to escape pneumonia. Not warm enough to sleep. When the gasket in the port goes bad you special order a new one at great expense and cringe at every cloud until it arrives.

I know the secret of sleeping dry thanks to Fred S. Throw out the manufacturer's gasket and replace it with surgical rubber tubing, the kind of strong elastic tubing you use for slingshots. It is soft and hollow so it conforms to the groove in your port without being custom made in some factory six thousand miles away. It is inexpensive. I never even bothered to glue mine in place. I simply use a length to fit the lower part of the groove and hold it there as I close the port. Someday I will get some more and glue it in with 5200, leaving the port closed for 24 hours while it sets. In the meantime I just tighten down on the center dog and curl up under my nice dry blanket while the rain pours down outside.

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half so much worth doing



as simply messing about in boats.
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Techniques, Tools, Materials: Your Ideas & Needs

A Proper Trailer

Readers might be interested to know that I've finally found a proper trailer for light boats. All aluminum, and shippable by UPS. After years of complaining that the smallest trailers were all too stiffly sprung and had no shock damping, I am now sold on this Trailex that isn't sprung at all, conventionally. The boat is carried on transverse vee bunks fore and aft of the axle, and the aluminum tongue, whippier than steel, is the spring. In addition the tires are run at 15 psi, and the aluminum axle is rubber mounted. The 12' trailer weighs 90lbs and has a comfortable handle for carrying the tongue, so it makes a nice dolly. Locations of bunks and axle are adjustable. The quality is good. The extended version I need for Goodboats lists at \$567. I guess I'm more or less a dealer. I can discount them if I don't have to put them together.

Mason Smith's Adirondack Goodboat Shop, HC-01 Box 44, Long Lake, NY 12847, (518) 624-6398.

Chebacco 25 Anyone?

Phil Bolger is willing to let me build the prototype of his new Chebacco 25, which I like a lot, but we need a customer. Anyone out there interested?

Mason Smith, Adirondack Goodboat, Box 44, Long lake, NY 12847.

Community Boat Building

Volunteers are wanted to help create and launch a community wooden boat building program in the greater Hartford, CT area. We need tools, workshop space and help. We will build, and teach the use of, wooden boats on the Connecticut River. We need people able to work with people of all ages including kids. Expertise in wooden boatbuilding is welcome but not necessary.

Please call or write if you'd like to learn more about participating.

David Gilroy, 48 Hatchet Hill Ln., E. Granby, CT 06026, (203) 658-9972 (H), (203) 236 6009 (W).

Calling Norwalk Sharpie Owners

We are planning to build a 26' Norwalk Island Sharpie by Bruce Kirby. Before committing, however, we would like to find people who own or have built this boat.

Bo Garrison and Gina Snyder, 11 Jadem Terrace, Reading MA 01867, (617) 944-3874.

Setting Up a Modern Sail Rig

I have a 17' Salisbury Skiff built by Lowell's Boat Shop in 1993 that I'd like to set up with a modern sail rig this winter. I don't want to cut into the hull for a center-board trunk. I figure on one or two lee-boards and maybe an old glass mast from a windsurfer. I don't want to re-invent the sail and I'll pay for good advice or plans.

John Bakewell, 1800 102nd Ave. NE, Bellevue, WA 987004.

About That TC21 Catamaran

I loved the article about the TC-21 catamaran on page 18 of the September 15th issue and am contacting Peter Thompson for further study plans. It did strike me that the single rudder in the middle of the boat wouldn't do much good if the boat got up on one ama lifting the rudder half out of the water. But it's still a lovely boat and I am looking forward to learning more about it.

Rob Muller, New Haven, CT.



Constant Camber Multihull

Thanks for your recent inquiry about my 23' Marples trimaran. It's a great boat and I'm having a lot of fun sailing it. If you are interested in this or any other John Marples designs, he can be reached at John Marples Multihull Designs, 4530 Firmon Drive SE, Port Orchard, WA 98366.

I particularly enjoyed your recent commentary about sailing on *Ocean Surfer* with Dick Newick. What an experience that must have been.

Pictured above is my Cyclone trimaran which is the same size as the Tremolino design by Newick that you mention. Like her it's foldable (albeit not on the water) and I can set her up by myself. The folding system designed by John is inexpensive and it really works.

The Constant Camber system of making the hulls from vacuum bagged panels worked well for this boat. With such long, narrow hulls there was little "torturing" involved in bonding the panels together. I just flopped the hull sides into place, wired them together and reinforced with an epoxy fillet and biaxial glass. The inside of the resulting boat is very clean, with no frames or stringers.

Walter Gotham, 7811 NE 88th St., Vancouver, WA 98662.

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SOFTWARE FEATURES:

Generates Hull Curves in plan and elevation from the formulas for uniform drafting splines bent under various loads. The curves are from the formulas for uniform beams. Six curve shapes are provided and these may be combined, fore and aft, into 36 combinations. The curves are always fair and since they are derived from the formulas for bent wood they are easily attained during construction.

Displacement, Center of Buoyancy and Prismatic, Block coefficients, etc., are calculated and updated in the background. These are shown on the graphics screens along with the lines graphics as well as in tabular form.

The Longitudinal Displacement Curve is automatically plotted for comparison to the Colin Archer and Modern hull curves.

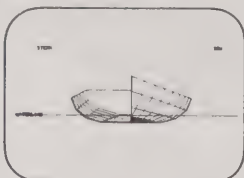
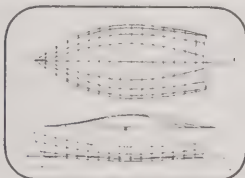
Graphics show all views, top, side, end view sections and orthographic projections. The Orthographic views are presented with vanishing points to provide better perspective. The orthographic figures are painted to appear solid and to provide an excellent feel for the hull shape. These include hidden line elimination.

The hull may be Heeled to Selected Angles and the program calculates a displacement curve. The righting moment, righting arm and a heeling force at the sheer are calculated and shown. The location of the centroids of the submerged areas are also shown.

The trail or Trajectory of the Centroidal Points indicates the water flow path beneath the hull. A secondary plan view shows the shape of this curve and the shape of the heeled wetted area. The wetted area of the hull in square feet and the total surface area of the hull are also shown.

The lines dimensional offsets of the design may be entered, or may be printed in either Decimal Inches

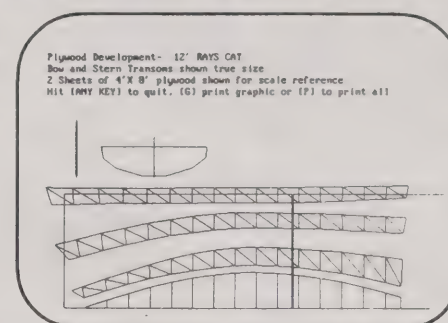
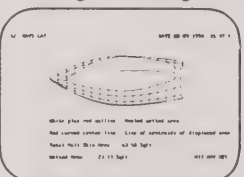
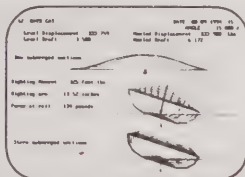
Plywood panels are developed and the offsets are printed. The transom is presented in projected size. Bulkheads are designed for any position in the hull complete with edge bevel angles.



Layout your design in side view, top view and sections. Make changes and get instant design modification, displacement, Prismatic coefficient. Your design is heeled and righting forces are calculated and the displaced areas are shown. The shape of the wetted area is shown in plan view. A water flow path is indicated by the trail of centroids from the displacement areas.

Your newly created designs are Easily Saved as computer data files for future reference.

The program is designed to aid and facilitate construction. The Hull Plywood Is Developed (unrolled) and the dimensions given as a set of easily lofted offsets. The transoms, both bow and stern, are developed and lofting offsets provided. Bulkheads at any location in the length of the hull are dimensioned for lofting and the edge bevels calculated.



Plywood Development- 12' BAYS CAT
Bow and Stern Transoms shown true size
2 Sheets of 4'X 8' plywood shown for scale reference
Hit [F6] KEY to quit, [G] print graphic or [P] to print all

or Feet-Inch-Eighths.

Many Sample Designs are included to use as starting points for your design. These include kayaks, canoes, prams, fishing hulls, sailboats, scows, sharpies, tugs, skiffs, etc., etc.

The program selectively creates four .DXF files for transfer of the design to CAD programs. These include the hull side, plan and sections view, a 3D hull file, a sailplan file and a file for the Plywood and transom layout.

The first two are used to develop cabin, rib and deck layouts. The sail plan file is used to develop and dimension sails and spars. The plywood layout is used to organize the strakes on the plywood sheets for most economical material usage.

The Sail Plan Designer allows use of 20 sail types, plus a jib. Two masts are accepted, main and mizzen. The program calculates the centers of effort of each sail and the combined center and calculates the lead of this relative to the center of lateral area of the hull.

The software automatically calculates the Prismatic, Block, Waterline Fineness and the Midship section coefficients.

The Lateral Utility does interactive lateral area calculations for location of the centerboard and the rudder areas.

The Model Scaling Utility provides a rescaling of the design to any model scale (up or down). It also allows bulkhead, plywood and .DXF file operations at model scale. Scale factors can be .01 to 10 X.

Prints out a full set of Loftable Offsets using either decimal inches or feet-inch-eighths. Full design data and coefficients are included.

All graphics can be ZOOMed for enlargement or reduction and moved right or left and up or down. This allows closeup viewing of detail.

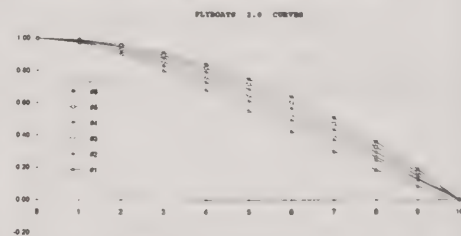
HP Laser or Ink Jet graphics printing is available in four sizes. The program also supports Epson or IBM Proprinter dot matrix printers.

A simple calculator is provided on screen.

CURVES:

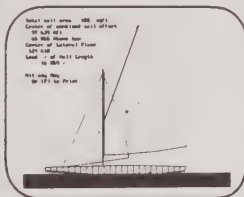
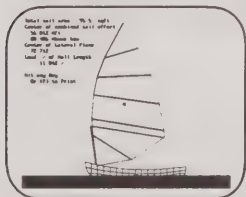
This software uses the curve shapes from draftsman's splines. Six equations for bent wooden splines are derived as bent beams and these are modified by the length and width dimensions input by the designer. The curves generated are always fair and sweet. Since these are the natural bending curves for wood, they always work properly with plywood or uniform bending materials. Unlike B-splines, they do not require complicated fairing procedures.

For example, when designing the sheer, the designer selects one of the six curves for the forward plan view and another for the stern, say #5 and #4. He enters "54". The software then uses the widths entered for the bow, stern and midsection and lays out a perfectly fair "54" curve. If the "54" is changed to "25", the new curve will immediately be shown and it will also be fair. You repeat this procedure for the sheer sweep. If you enter "66", you will immediately see the traditional radial curve appropriate for the sheer profile. This is not easy to do with a "B-spline." The six curve shapes provide variable fullness progressing from the round of the #6 to an almost straight #2. The #1 curve contains a smooth reverse curve such as that found at the bow of a canoe. Any one of these six curve shapes, when combined with the length and width variables of a given design, provide an infinity of shapes.

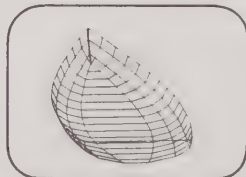
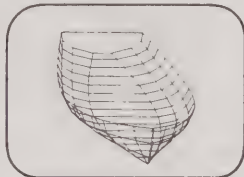
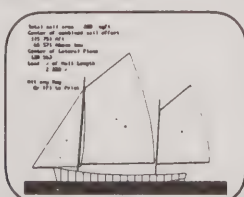
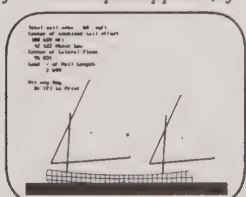


ADVANTAGES OF THIS METHOD:

1. All curves are precisely fair and do not require secondary fairing procedures. When a curve selection is changed, the new curve is fair.
2. Four variables, i.e., length, three widths and a selected curve number provide an infinity of shapes. If any of these variables are changed, the new curve will immediately be fair.
3. All curves will fit to bent wood, including reverse bends.
4. The effortless experimentation that is allowed through curve shape selection encourages the designer to explore the significance of hull curve changes. He can quickly evaluate the effect on the aesthetics of the design, the change in displacement curves, changes in righting moment, or lateral area. This procedure, is almost impossibly complex and extremely time consuming with other design software methods.



Design sail rigs using 20 different types of sail, two masts and a jib. The center of effort for each sail and the group is shown. Use two masts and a jib. A bowsprit appears, if needed.



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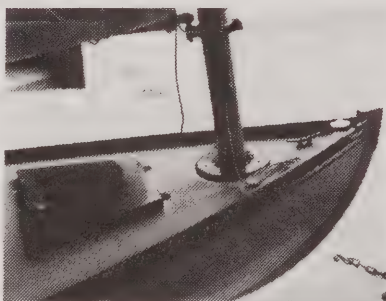
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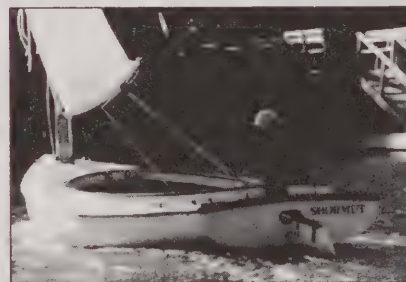
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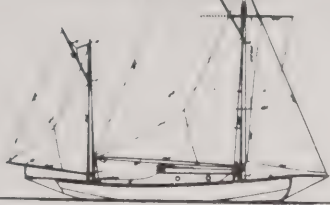


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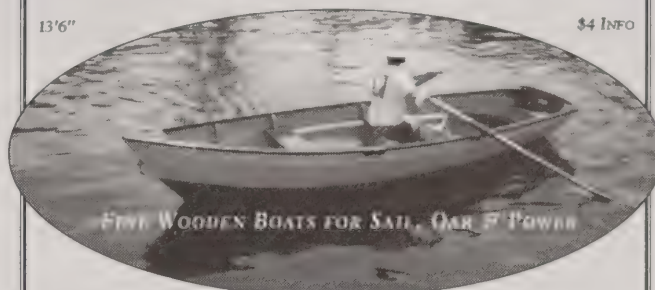
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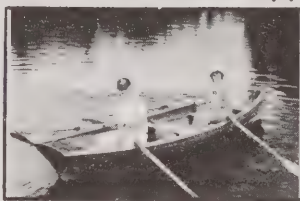
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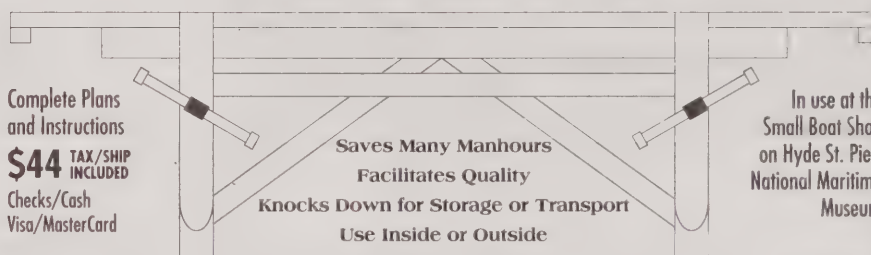
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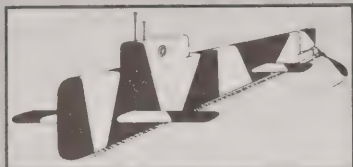
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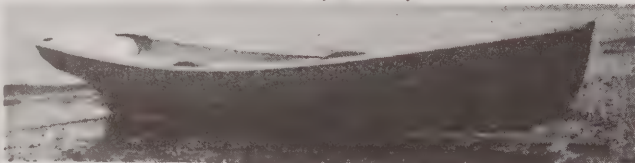
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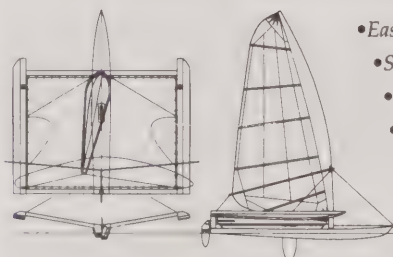
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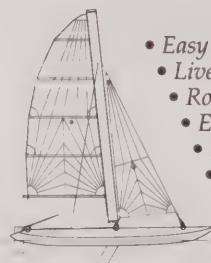


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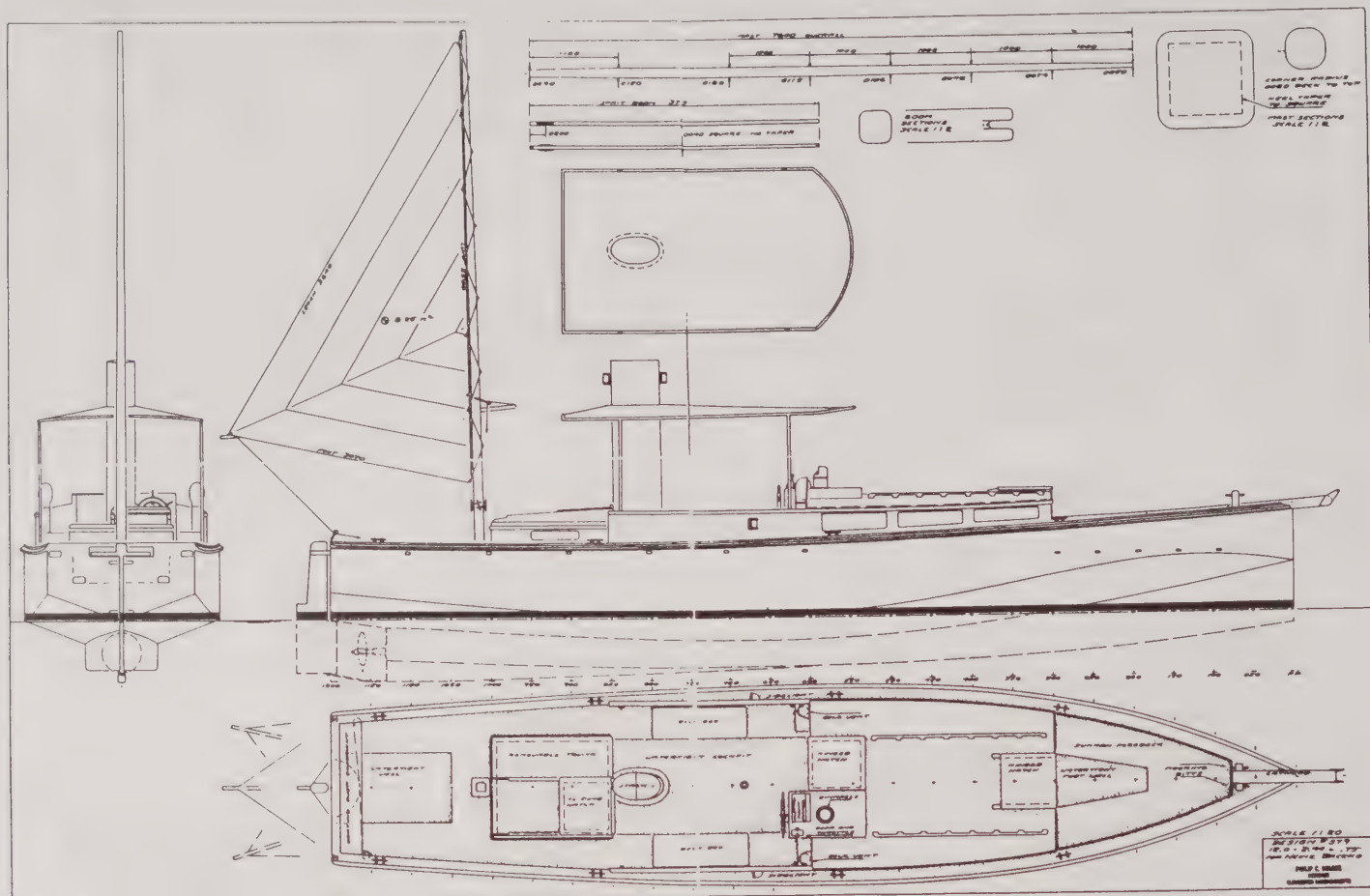
Diesel Launch

12m x 2.44m x .75m (39'4" x 8'0" x 2'6")
A Tokyo businessman ordered this boat as a tender for his vacation home in

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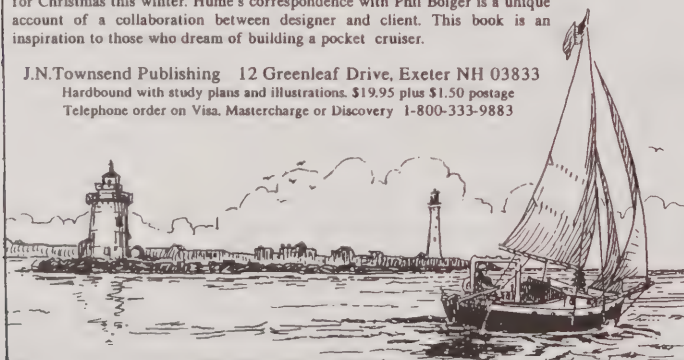
She is meant to look around isolated islands not necessarily well charted, with a 65mm keel bottom (2-1/2") perhaps copper-sheathed. When she's used for cruising, there is always supposed to be a camp ashore for cooking and sleeping. The layout allows a large party to spread out during day passages.



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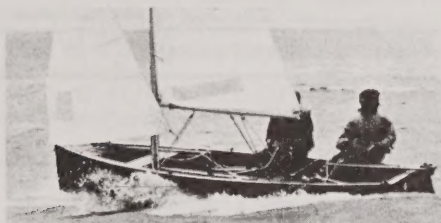
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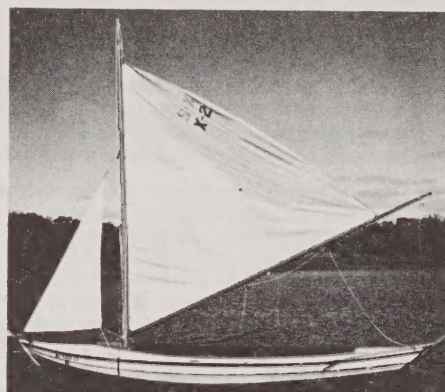
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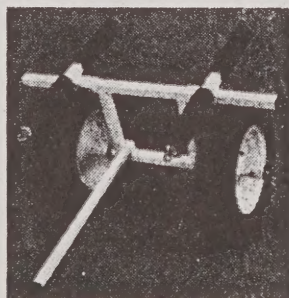
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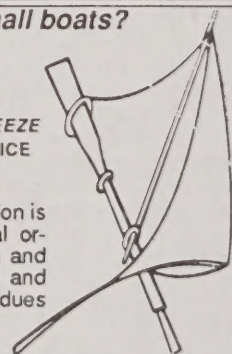
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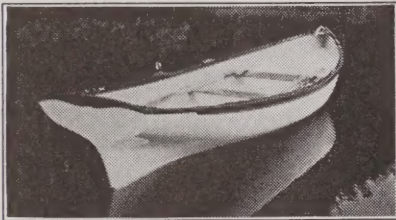
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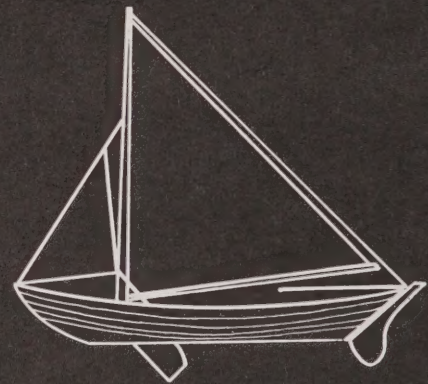
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